REGISTERED No. 61—1870.

The Bombay Gazette.

No. 7,210.—New Series. BOMBAY :—TUESDAY, MARCH 19, 1872. Subscription in Advance { For a Year ..... Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance* ...	Rs. 42
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding do	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ORIENTAL, 1,481 Tons, 200 H.P., Commander H. T. Dickinson, will be despatched on SATURDAY, the 23rd March 1872, at 2 P.M.

March 1872.		April 1872.
Leave BOMBAY		Leave Colombo
,, Carwar	25	,, Galle
,, Mangalore	26	,, Negapatam
,, Cananore	27	,, Pondicherry
,, Tellicherry	27	,, Madras
,, Calicut	28	,, Coconada
,, Beypore	28	,, Visagapatam
,, Cochin	29	,, Bimlipatam
,, Alleppy	30	,, Gopaulpore
,, Tuticorin	31	,, False Point
Arrive CALCUTTA		,, Calcutta

April 1872.
1
2
5
7
10
11
12
15

This route is the most expeditious and economical for Passengers for the Neilgherris District, Bangalore, and Madras; they can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bassora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 4 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H. P., Commander J. Avaas, will be despatched on FRIDAY, the 29th March 1872, at noon.

March 1872.		April 1872.
Leave BOMBAY		Leave BUSSORAH
,, Kurrachee	2	,, Bushire
Arrive Guadur	3	,, Bunder Abbas
,, Muscat	5	,, Muscat
,, Bunder Abbas	7	,, Guadur
,, Linga	9	May.
,, Bushire	11	Leave Kurrachee
,, Fao	13	Arrive KURRACHEE
Arrive BUSSORAH	14	

April.		April.
17		19
19		21
23		25
26		28
28		30
30		May.
3		
4		

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander J. Gavis, will be despatched on FRIDAY, the 22nd March, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

"WILSON LINE."

LIVERPOOL, VIA SUEZ CANAL.

THE S. S. ERATO, 1,482 Tons, will be despatched on the 22nd March. She has accommodation (amidships) for a few First-class Passengers, and every attention will be paid to their comfort.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board,

To LIVERPOOL ..... Rs. 500

To be followed by the undermentioned new first class Steamers :—

Como	1500	tons, to sail about 25th March.		
Palermo	1500	,,	,,	12th April.
Urbino	1535	,,	,,	18th ,,
Othello	2000	,,	,,	30th May.
Walamo	1800	,,	,,	Middle May.

And other Steamers.

For Passage apply to

GRINDLAY, GROOM, & Co.

Bombay.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 1st of each month.

on the 24th,

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£22	.....	£14	Without Food.
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	40	25	9-10	Including Wines.
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment)	52	35	14-10	

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on MONDAY, 1st April 1872.

PERSIA, on WEDNESDAY, 1st May 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

JUST PUBLISHED,

INDIA TO ENGLAND BY THE LEVANT AND THE DANUBE.

Reprinted from the *Bombay Gazette*.

Price—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs. Thacker, Vining & Co.

BOURNE AND SHEPHERD, PHOTOGRAPHERS,

No. 10, RAMPART ROW, (Near the Esplanade Hotel.)

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

BOURNE AND SHEPHERD'S well known Photographs of Cashmere, the N. W. Provinces, Calcutta, the principal Hill Sanataria, the Grand Snow Scenes of the Himalayas, the Neilgherries, Southern India, and Ceylon, always on view, and, being all kept arranged in books, may easily be inspected.

Bourne and Shepherd also beg to intimate that a series of Views of Bombay, Poona, and Matheran have lately been added to their Collection.

COLOURING.

Orders for Colouring executed in the best manner, in Oil, Water Colour, or Crayons. Specimens can be seen at their Rooms.

Bombay, 2nd January 1872.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly all Railways in India now LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 25th March, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. MONGOLIA, (2,708 tons and 500 H.P.) Captain A. E. Barlow, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 26th March, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. CHINA, (2,610 tons and 400 H.P.), Captain C. G. Perkins, will be despatched as above carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 23rd March.

GEORGE F. HENRY, Superintendent.

NOTICE.—CONSIGNEES of CARGO per Ship ISABEL CROOM, Captain Auld, from London, are requested to receive their GOODS, as they come to hand, failing which the Captain will land the same in his Boats immediately.

Captain Auld will not hold himself responsible for any deficiency or damage to the Goods after they have left the ship's deck.

THOMAS STEUART & Co.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE engaged and BAGGAGE Received and Shipped.

PAY and FUND ALLOWANCES realized.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on MESSRS. GRINDLAY AND CO., LONDON, at the EXCHANGE of the DAY.

APPROVED DRAFTS on CALCUTTA and MADRAS, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of Payment received at par.

GRINDLAY, GROOM, AND CO.,

BOMBAY.

Correspondents.

GRINDLAY & Co., London. GRINDLAY & Co., Calcutta.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

SALE OF FRESH GILMAN STORES, from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex s.s. Atholl, via the Canal.

On THURSDAY next, the 21st March, at 2 p.m., Messrs. CRAWFURD & Co. will commence to sell by Public Auction, at their Rooms, an invoice of 53 packages fresh Gilman Stores, consisting of assorted pickles, mushroom and walnut catsup, Harvey sauce, raspberry vinegar, essence of shalots, assorted syrups, essence of coffee, salad oil, white wine and malt vinegar, Durham mustard, tapioca, pearl barley, assorted tart fruits, 3 lb. jars and 1 lb. tin assorted jams and jelly, Oxford and Belgian sausages, herrings, assorted soups, Lancashire mushroom, herring in sardine, Milton oysters, potted meats, Irish and Wiltshire bacon, Cheddar and Berkley cheese, Worcestershire sauce, &c., &c.

SALE of Valuable Land and House called New Emamwadda on the Queen's Road.

On FRIDAY next, the 22nd instant, at 4 p.m., Messrs. CRAWFORD and Co. will, under instructions from the Executors of the will of the late Mr. John Watson, commit to Public Auction, on the premises, all the right, title, and interest of him the said John Watson, in all that piece of land with dwelling-house called New Emamwadda situate on Queen's Road, assessed under No. 9, and bounded on the east by the Queen's Road; on the west by the bungalow belonging to Ally Mamood Khan, on the north by the property of Moosheer Ally Akbar, and on the south by a range of buildings belonging to Ally Mahomed Khan.

CRAWFORD & Co.

Bombay, 19th March 1872.

BENNETT AND COMPANY. No. 4, FORBES STREET.

AUCTION SALE of valuable and Handsome Household Furniture, best plated, rich Crockery and Glassware, a full toned Mahogany grand square Piano by C. H. Schroder, a first-class full size plain Billiard Table by "Tournier & Co.," handsome English-built Circular glass-fronted double seated Brougham by "Lewis of Salisbury," a very handsome Grey Arab Charger, height 14-2½, a handsome tough active Pony, height 14-3, a splendid mover, goes in single and double harness, a powerful cinnamt Australian, Broughan do., plants, &c., at "Allamont," Kumballa Hill.

THIS DAY TUESDAY, the 19th and TO-MORROW WEDNESDAY the 20th inst., Messrs. BENNETT & Co. are instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome Household Furniture, Piano, Billiard Table, Carriage, Horses, &c., the property of C. M. Kaie, Esq., the same comprises rich cut glass-ware, handsome dinner, breakfast, and dessert services, best plate-ware, such as sets of dish covers, containing 4 and 7 hotwater, curry, and muffin dishes, cruets, plate, and egg stands, handsome epergne, an assortment of designed 6 light candelabra with plaintain, ice pinchers, tea set, waiters, an English oakwood chest containing a set of electro (silver) plated table spoons and forks, and suite of 12 pieces, dessert table, piano and chamber candlesticks, cutlery, linen, a double-barrelled gun in case by Daisher and Terry, do. do. gun and rifle by Dawson &c., richly open carved blackwood furniture, such as a telescope dining table for 14 persons, round do. for 8 persons, sideboards, drink waiter, dining room chairs, richly carved circular, oval, sofa and card tables, easy, prettieu, and drawing-room chairs, conversation sofas, centre ottomans, pier tables with marble tops, and without marble tops, screen, rich carpets, plated and bronze single and double and four light argand lamps, Thurston's full size state billiard table with bronze 6 light lamp, a full toned mahogany grand square piano by C. H. Schroder, handsome vases, and table ornaments, first-rate engravings and chromolithographs in gilt frames, four post bedstead, camp cots, reclining sofas, dressing and washing tables, toilet and cheval glasses, clothes and gown presses, wardrobes, a large bird cage with canary and other birds, Chubb's fireproof safe, dining articles, cooking utensils, books, sets of single and double harness, hunting saddles, a small collection of choice and rare plants, &c., &c.

AT 2 P.M. THIS DAY.

A handsome English-built circular glass fronted double seated Brougham by Lewis of Salisbury.

A do. Ateeza Grey Charger.

A do. Cape Pony, quiet to ride and drive.

Catalogues are published, and the property is now on view.

AUCTION SALE of very valuable and richly carved Blackwood and Mangan, Household Furniture, best Plated rich Crockery, and Glassware, a Miniature Billiard Table and if not previously disposed of a handsome Landau, lately received from England in perfect order, by Robert Ness and Sons, a new Cab Buggy made to order, a handsome Nutmeg Grey Australian Horse, rising six, goes in single or double harness, height 15-3, plants, &c., at Marine Lines, Esplanade.

On TUESDAY, the 26th inst., Messrs. BENNETT & Co. will sell by Public Auction at his residence, at the abovementioned place, the very handsome Household Furniture, Plated Glass and Porcelainware, Carriages, Horse, &c., the property of Brigadier-General Stock.

Full particulars will be given hereafter, Catalogues will be published, and the property on view 4 days before the day of sale.

AUCTION SALE of choice and tastefully selected handsome Household Furniture, best plated, rich Crockery and Glassware, a handsome Circular glass-fronted Brougham, and Horse, plants, &c., at Mount Road, Mazagon.

On THURSDAY, the 28th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome Household furniture, Plated, Glass and Porcelainware, Brougham Horse, &c., the property of J. Lumsdaine, Esq.

Catalogues will be published, and the property will be on view, 4 days before the day of sale.

BENNETT & Co.

Bombay, 19th March 1872.

NEW ADVERTISEMENTS.

ACCOUNT OF THE BOMBAY MUNICIPALITY FOR THE WEEK ENDING 16TH MARCH 1872.

Receipts.	Budget Estimate	For Past Week.	Present Week.	Total.
	Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Bal. 1st Jan. '72	.....	.....	.....	176,238 6 0
Rates	16,03,399	155,061 13 0	39,398 13 8	194,460 10 8
Duties—Town	4,83,680	110,973 1 5	9,214 11 8	125,187 13 1
Do. Octroi	1,25,000	25,000 0 0	3,400 0 0	31,400 0 0
Do. Liquor	1,25,000	35,534 0 0	217 8 0	35,751 8 0
Conveyances	8,091	1,790 8 0	.....	1,790 8 0
Do. Wheel Tax	2,02,00	27,265 9 0	4,940 6 0	32,205 15 0
Market Fees	3,02,000	38,494 7 1	3,390 6 6	41,774 13 7
Hailstore Cess.	2,14,758	9,325 11 0	352 5 8	19,178 9 7
Health Dept.	12,000	12,000 0 0	.....	12,000 0 0
Workshops	.....	9,114 9 10	1,086 3 8	10,200 13 6
Debt	15,00,000	1500000 0 0	.....	1500 00 0 0
Deposits	.....	35 285 1 11	1,000 0 0	36,285 1 11
Advances	.....	1,3,230 1 5	372 11 8	18 6 2 13 1
Hiscel.—Fines	15,000	1,148 1 3	20 0 0	1,148 1 3
Do. Receipts	19,000	10,307 8 2	47 4 7	10,314 12 9
Do. Fees	56,386	12,876 15 10	1,171 8 8	14,048 8 6
Do. Savings	.....	439 6 11	.....	439 6 11
Last Yr's Assets.	.....	9,194 1 11	.....	9,194 1 11
Total Rs.	45,66,725	2020501 9 8	64,502 0 0	2085003 9 9
Grand Total Rs.	.....	.....	.....	226621 15 9

Disbursements.							
Superintendence	1,34,936	26,030	20 1	586	1 7	26,616	11 8
Assessment	50,582	14,857	4 0	243	15 6	15,101	3 6
Collection Dept.	56,256	14 440	4 1	1	13 0	14,451	4 1
Police Account	3,54,804	57,283	4 3	27,879	11 0	85,163	0 0
Health Dept.	7,84,726	125,093	8 11	47,630	12 1	172,654	5 0
Public Works—							
Establishment	36,780	18,585	1 10	308	15 2	18,894	1 0
Lighting	2,71,566	46,351	4 9	.....	.....	46,351	4 9
Watering	3,39,000	21,414	4 9	741	4 8	22,155	9 5
Repairs, Roads		22,989	12 9	213	9 10	23,183	6 7
Do. Buildings	14,000	51	5 9	.....	.....	51	5 9
Impt. of Streets	50,000	.....	.....	.....	.....	.....	.....
Water Works	75,604	3,695	4 4	580	12 4	4,186	0 8
Drainage	2,75,884	3,832	13 6	199	0 0	3,952	13 6
Vic. Gardens	3,000	.....	.....	.....	.....	.....	.....
Workshops	.....	10,977	10 0	102	3 0	11,079	13 0
Debt	6,02,130	168,387	14 9	109	13 6	168,348	12 3
Education	8,50,	1,131	0 0	254	7 0	1,385	7 0
Deposits	.....	21,072	1 6	2,062	12 2	23,134	13 11
Advances	.....	6,946	8 7	577	0 10	7,523	9 5
Plant & Stores	15,07	690	14 6	.....	.....	690	14 6
Miscellaneous	10,449	7,051	8 6	.....	.....	7,051	8 0
Last Yr's Liabilities	.....	1156778	0 1	136892	11 7	1293470	11 8
Total Rs.	30,72,379	1722409	8 5	213236	15 3	1940646	7 8
Balance on 16th March 1872						320975	8 1
Grand Total Rs.						226621	15 9

* Debits and Credits deducted.

JAMES THORBURN, Actg. Controller. T. C. HOPE, Actg. Municipal Commissioner.

NEW ADVERTISEMENTS.

FREIGHT OR PASSAGE TO ALLEPPY.

THE A1 fast sailing Iron Ship ANTRIM, Captain O'Neill, has good accommodation for Cabin and Deck Passengers, and will positively SAIL for Alleppy on the 24th instant. For Freight or Passage apply to Captain O'Neill on boardship, or to

DOSSABHOY MERWANJEE & Co.

NOTICE.—Consignees per S.S. SAID are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective Goods.

W. NICOL & Co., Agents.

Bombay, 18th March 1872.

NOTICE.—Consignees of CARGO per S.S. CANUTE, from Liverpool, are requested to send their BILLS of LADING to the Undersigned for countersignature, and TAKE DELIVERY of their Cargo at the Custom House Bunder.

KING & Co., Agents s.s. Canute.

Bombay, 18th March 1872.

A GOVERNMENT TELEGRAPH OFFICE has been OPENED at DHOLLERA.

W. R. BROOKE, Superintendent Government Telegraphs, Bombay Division.

Bombay, 18th March 1872.

MAZAGON LAND COMPANY (Limited).—NOTICE is hereby given, that a DIVIDEND, at the rate of RUPEES (31) THIRTY-ONE PER SHARE, for the year 1871, shall be PAID at this Office, on and after THURSDAY, the 21st March 1872, between the hours of 12 Noon and 3 P.M., to the Shareholders of this Company whose names stood on the Company's Register on the 5th idem.

Share Certificates to be produced when applying for Dividend.

JAVARILAL UMIASHUNKER, Secretary.

1, Hornby Row, 18th March 1872.

ORIENTAL SPINNING AND WEAVING COMPANY.—NOTICE is hereby given, that the ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Registered Office of the Company, No. 26, Meadow Street, Fort, on THURSDAY, the 4th day of April 1872, at 3 o'clock P.M., for the following business :—

1st. To receive the Directors' Report and Accounts of the Company for the year ending 31st December 1871.

2nd. To elect Directors in place of those retiring by rotation.

3rd. To declare a Dividend.

4th. To appoint Auditors for the current year, and to fix their remuneration.

By Order of the Board of Directors,

HOMEJEE DINSHAW JILA, Secretary.

Bombay, 18th March 1872.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

UNDERSIGNED will be prepared to receive, up to the 25th instant, TENDERS for the SUPPLY of ONE HUNDRED TONS of CASTOR OIL, to be deliv red from time to time as may be required by the Company's Storekeeper.

Each Tender must be sealed and endorsed "Tender for Castor Oil" and accompanied by a sample of the Oil.

Undersigned does not bind himself to accept the lowest or any Tender.

CHARLES CURREY, Agent.

Bombay, 18th March 1872.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK, will be CLOSED on TUESDAY, the 26th instant, and THURSDAY, FRIDAY, and SATURDAY, the 28th, 29th, and 30th instant, both days inclusive, on account of HOLI and EASTER HOLIDAYS.

By Order of the Board of Directors,

M. BALFOUR, Secretary and Treasurer.

Bombay, 16th March 1872.

NOTICE.—The undermentioned BANKS will be CLOSED for the HOLEE HOLIDAYS on TUESDAY the 26th instant, and for the EASTER HOLIDAYS from THURSDAY the 28th to SATURDAY the 30th instant, both days inclusive.

For the Oriental Bank Corporation,

W. A. BAKER, Acting Agent.

For the Chartered Mercantile Bank of India, London, and China,

ROBT. CAMPBELL, Agent.

For the Chartered Bank of India, Australia, and China,

JAMES BOGIE, Agent.

For the Comptoir D'Escompte de Paris,

H. DUVAL, Manager.

For the National Bank of India (Limited),

W. A. BAKER, Acting Manager.

For the Agra Bank (Limited),

Fred. T. ATKINS, Offg. Manager.

For the Hongkong and Shanghai Banking Corporation,

R. STEVENSON, Agent.

Bombay, 16th March 1872.

NOTICE is hereby given, that RAMJEE KESSOWJEE has CONTRACTED to SELL all that PIECE of Fazundaree LAND, with the message, or dwelling-house, or range of commodious standing thereon, situate, lying, and being on the west side of Dhobie Talao, on the Breach Candy Road, in the sub-district of Bhoiksiemur, in the Island of Bombay, containing by admeasurement 117 square yards, be the same little more or less, and bounded on all sides by the property of Hajee Mahomed Issee Oosman Fazendar, and the said premises are assessed by the Collector of Assessment under No. 15. All persons having any claims, by way of inheritance, mortgage or otherwise, are requested to make the same known, in writing, to the Undersigned with 14 days from this day, otherwise the mortgage will be complied without reference to any such claim if there be any, which will be treated as abandoned.—Dated this 16th day of March 1872.

RIMINGTON, HORE, AND LANGLEY, Purchasers' Solicitors.

NOTICE is hereby given, that the Executors of FRANCISCO AMADOR VIEGAS, deceased, have contracted to SELL to Mr. JOHN BOCARRO, all that message, tenement, or dwelling-house standing in Fazendaree ground belonging to Dady Sett's Atesh Beheram, situate in Dady Sett's Agiary Lane, in the sub-district of Bhoiksiemur, and bounded as follows :—On the north by a range of Parsee buildings, on the south by other property of the said F. A. Viegas, deceased, on the east by the Cavel Street, and on the west partly by other property of the said F. A. Viegas, deceased, and partly by the property of Bhawoo Soomjeepe. All persons having any claim on the aforesaid property, by way of mortgage, inheritance, gift, lease, or otherwise, are hereby required to make the same known, in writing, to the Undersigned, at their Office, at Marine Street, within the Fort, within fourteen days from the date of this notice, otherwise the purchase will be completed without regard to any such claim.—Dated this 16th day of March 1872.

THACKER AND CHALK, Solicitors for the Purchaser.

TENDERS are invited for the supply of a quantity of PRINTING MATERIAL required for the GOVERNMENT CENTRAL PRESS. Forms of Tender, with a List of the Articles required, can be obtained on application to the Chief Secretary to Government, in the General Department, on or after the 21st instant.

Separate Tenders will be received for the supply of Founts of Vernacular Types.

Tenders will not be received after the 31st instant, and Government do not bind themselves to accept the lowest or any Tender.

E. W. RAVENSCROFT, Acting Chief Secretary to Government.

TENDERS will be received by the Superintendent of Marine, up to 1 P.M. on SATURDAY, the 23rd instant, for the CONVEYANCE HENCE to the ANDAMANS of about THIRTY-TWO NATIVE CONVICTS, more or less, with proportionate number of Native Warders and Military Guards and one Subordinate Medical Officer, for which latter Officer a Cabin Passage and First-class Rations must be provided.

2. Fifty days' Provisions, Water, Firewood, with such Cooking Utensils, Drinking Pots, Plates, and other articles as may be necessary for their use and comfort during the voyage, as well as a sufficient number of Cooks for cooking the food of the Convicts and Guard, also Topasses or Sweepers to maintain cleanliness on board for the whole of the aforesaid party, and Rations for Convicts only, are to be supplied by the Owners, Agents or Masters of the Vessels; the Provisions put on board being subject after shipment to the inspection of and to rejection by the Executive Commissariat Officer at the Pres deney.

3. Medicines and Medical Comforts will be provided by the Medical Department, the cost of which is to be borne by the Owners, Agents, or Masters of the Vessel.

4. Any surplus of Provisions, &c., that may remain on board at the end of the voyage may be handed over to the Authorities at Port Blair, and the cost of the same, at the rate at which they were purchased, will be repaid by Government to the Owners, Agents, or Masters of the Vessel in Bombay on receipt from the Authorities at Port Blair of a list of Articles made over to them.

5. For any inferior issue of Provisions during the voyage, the Owners, Agents, or Masters of the Transports shall pay to Government double the price of the articles (as passed by the Survey Committee) which would have otherwise been consumed, the payment to be made before receiving the final moldoum of the Passage Money.

6. The word "Tender for Convicts" should be superscribed on the Covers of Tenders.

7. The Agents of Vessels tendering should distinctly state the exact date on which the Vessel will be ready for final Survey.

8. The Owners, Agents or Masters of Vessels tendering will have to convey, free of charge, such Government stores as may be sent with the Convicts for their use at the Andamans, which will consist of spare suits of Clothing, Drinking and Cooking Pots only, which should be made over with the Convicts at the port of debarkation, obtaining receipts for the same.

9. The expense attending Stamp Fees affixed to Charter-parties, as well as to Counterparts (of Vessels taken up) to be borne by the Owners, Agents, or Masters tendering.

10. The Superintendent of Marine does not bind himself to accept the lowest or any Tender.

By Order of the Superintendent of Marine,

GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 18th March 1872.

FOR SALE, at the Godowns of the Undersigned, at No. 3, Church Lane,—

SHERRIES—J. Cockburn & Campbell	.....	at Rs. 25 per Dozen.	
Do.	Carbonell & Co	,,	30 ,,
Do.	Sandbach & Son's	,,	24 ,,
Do.	Waachope, Moodie, & Hope's	,,	24 ,,
Do.	M. P. Guimaraus & Son's	,,	20 ,,
Do.	do. old pale dry	,,	28 ,,
CHAMPAGNE—Ruinart pere et fils	.....	Pts.	21 ,,
Do.	do.	Qts.	42 ,,
Do.	do. Magnums	,,	82 ,,
Do.	Arthur H. Browning's	Qts.	30 ,,
BRANDIES—Raynal & Co.'s superior	.....	Qts.	24 ,,
Do.	Bonnfiscan & Co.'s Daggers	,,	16 ,,
CLARET—R. R. Mege & Co. St. Julien	.....	,,	13 ,,

EWART, LATHAM, & Co.

CAUTION

STEEDMAN'S SOOTHING POWDERS, for Children cutting their Teeth. Purchasers are requested to BEWARE OF IMITATIONS

of this Medicine, and to observe, in every case, that the words "JOHN STEEDMAN, CHEMIST, WALWORTH, SURREY," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists in Bombay, in Packets.

BOOTS! BOOTS!! BOOTS!!!

JUST LANDED, a Fresh Assortment of very Superior

GENTLEMEN'S CHELSEA PATENT DRESS BOOTS.

Do.	do.	GLOVE KID	do.
Do.	do.	PATENT ELASTIC GOL BOOTS	
Do.	do.	CALF do.	do.

LADIES' WHITE KID BOOTS (with and without Heels).

TERMS—CASH.

RUSSELL & Co.

NOTICES.

THE Undersigned have been appointed AGENTS of the REALM MARINE INSURANCE COMPANY, and are prepared to accept RISKS and issue POLICIES from THIS DATE.

KING & Co.

Bombay, 22nd February 1872.

NOTICE.—The British India Steam Navigation Company, Limited, is prepared to BOOK CARGO at a through rate for Singapore, Hongkong, and Shanghai. The Cargo will be transhipped at Point de Galle to the Steamers of the Messageries Maritime Company.

For full particulars apply to

W. NICOL & Co., Agents.

VIRGINIAN MANUFACTURED TOBACCO, shipped by GEO. CAMPBELL and Co., can be had retail at Messrs. BOLTON and Co.'s here; also at Messrs. D. S. KEMP and Co.'s, Bombay and Poona Establishments.

JAMES BOGIE, Wholesale Agent of Geo. Campbell and Co.

5th March 1872.

NOW READY AT THE "BOMBAY GAZETTE" OFFICE, AND AT Messrs. THACKER, VINING & CO.'s,

THE TRINITY OF WORLDS.

By Captain W. A. BAKER, R.E.

PRICE EIGHT ANNAS.

NOW READY AT THE "BOMBAY GAZETTE" OFFICE, AND AT Messrs. THACKER, VINING & CO.'s,

THE PROPHECY OF ENOCH.

A REVIEW AND COMMENTARY.

By Captain W. A. BAKER, R.E.

PRICE ANNAS 8.

THE "TIMES OF INDIA" BOMBAY CALENDAR AND DIRECTORY FOR 1872.

Price Rs. 8 (Cash); by Post Rs. 8-11.

Credit Price Rs. 9.

Also,

THE "TIMES OF INDIA" BOMBAY CALENDAR, &c., &c. SMALL EDITION.

Price Rs. 1-8 (Cash); by Post Rs. 1-12.

IMPORTANT TO THE PROPRIETORS OF GINNING FACTORIES AND OTHERS

OWING to the activity in the IRON TRADE in England, it is very difficult to obtain MACHINERY, and the Undersigned therefore suggest to parties requiring Ginning Machinery for the next season, the advisability of REGISTERING their ORDERS without delay to avoid disappointment in order of delivery.

Estimates for all kinds of Machinery furnished on application.

GREAVES, COTTON, & Co.

Bombay, 20th February 1872.

NOTICE.—AITKEN'S BEER in prime condition, PINTS as well as QUARTS, can be had in retail quantities from

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

INQUIRY for New Bank of Bombay at Rs. 720; Spinning shares firm.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	4 p.ct.	Agra Bank	89
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	720
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	2-2½
15,250	1,000	all	5 p.ct.	Do of Madras	1,300
10,000	250	all	6 p.ct.	Chartered Mercantile Bk. of I. L. & China	265
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	140
57,600	250	125	Nil.	National Bank of India	95
10,000	250	all	12 do.	Oriental Bank	480

LAND COMPANIES.

4,000	2,000	all	Rs. 73	Colaba Land Co.	1,450
8,000	150	all		Freere Land & Pier Co. Ld.	111
750	2,000	2,000	Nil.	Mazagon Land	770
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	360

RAILWAY COMPANIES.

.....	£20	21 9 3 0	p.c.	G. I. P. Railway Consolidated Stock	230
.....	£20	10 9 1 5	do.	Do. New £20 Shares	126
.....	£20	13 10 2	do.	Ditto Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£15	19 5 5 1	do.	Do. New Shares	225

MISCELLANEOUS.

.....	2,500	1,500	75 pa.	Bombay Burmah Trading Corporation	1,130
50,000	50	all	4½ p ct.	Bombay Gas Company	55
500	2,000	21	pa.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 pa.	Mechanics B'ldg Co.	30
2,000	500	all	40 pa.	Teacher & Co	390
3,000	250	all	6 pa.	Viegas Patent Slip Co	85

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 16th March compared with the statement issued on 9th March:—

LIABILITIES.	9th March.	16th March.
Proprietors Capital:—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid ..... Rs. 50,00,000		
Second Issue of do. of Rs. 100 do. ..... „ 10,00,000		
Reserve Fund, invested in Government Securities	60,00,000	60,00,000
Government General Treasury Balance at Head Office	5,00,000	5,00,000
Do: do. do. at Branches.	424,86,761	428,85,163
Other Deposits	27,54,749	29,50,415
Post Bills	136,24,206	126,62,227
Cash Credits, undrawn	38,571	38,571
	11,64,755	12,78,318
	Rs. 665,69,102	666,30,364
ASSETS.		
Government Securities	42,75,250	45,18,893
Cash Credits, on Security of Government Paper, Bullion, and Merchandize	83,39,013	77 62,596
Loans, on Security of do	42,24,148	38,34,759
Current Accounts overdrawn	8,014	5,814
Bills Discounted	140,67,257	137,04,721
Stamps	6,933	7,028
Dead Stock ..... Rs. 4,92,998		
Amount applied in reduction „ 55,000	4,37,998	4,37,998
Bullion	16,50,967	14,43,828
Cash Balances with Correspondents	3,39,589	3,39,432
Cash and Currency Notes	332,19,984	345,73,295
Rs.	665,69,102	666,30,364

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 17th February 1872.

KHAMGAUM.	RECEIPTS. Rs. a. p.	TRAIN MILEAGE
Passengers	85 2 7	41
Goods	534 6 8	71
Electric Telegraph	1 13 11	0
Total..	621 7 2	112
OOMRAWUTTEE.		
Passengers	92 8 9	34
Goods	865 10 7	146
Electric Telegraph	2 5 7	0
	960 8 11	180

CALCUTTA.—14TH MARCH.

The following transactions were reported:—

In Government Securities:—

4 per cents at Rs. 99-2 to 99-4, or 0-14 to 0-12 discount, and small sums at 2 to 3 annas higher.

4½ per cents of 1872, a large amount at Rs. 101-6.

5½ per cents at Rs. 109-10, and small amounts at 2 to 4 annas higher.

In shares—

National Bank shares at Rs. 90.

Port Canning Co.'s shares at Rs. 345.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.

OFFICE—18TH MARCH, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 18th March, 1-40 P.M., Greenwich time. Time in transit, 1 hour 50 minutes.

Via Red Sea, 18th March, 1-30 A.M., Greenwich time. Time in transit, 1 hour 46 minutes.

Latest dates from Continent of Europe.

Via Turkey, 18th March, 11-30 A.M., Greenwich time. Time in transit, 3 hours 16 minutes.

Via Red Sea, 17th March, 5-45 P.M., Greenwich time. Time in transit, 2 hours 50 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 17th to 9 P.M. of the 18th March is as follows:—

To Bombay.	Max.	Min.
From Calcutta	0 49	0 7
„ Kurrachee	1 8	0 4
„ Madras	1 2	0 15

TELEGRAPH LINE REPORTS.

KURRACHEE, 18th March, 9 P.M.—Latest dates from United Kingdom, via Russia, 18th March, 2-15 P.M. From Continent of Europe, via Russia, 18th March, 11-30 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

LONDON, 18th March, 3 P.M.—Latest dates received via Suez from Bombay, 18th March, 6-15 P.M.; from Calcutta, 18th March, 5 P.M.; Penang, 18th March, 5 P.M.

DHOLLERA, 18th March, 10-30 A.M.—Office opened this day.

SHIPPING.

DAILY FREIGHT REPORT—18TH MARCH.

London ..	Cotton	£3 0s. 0d.	Nominal.
	Cases	£3 0s. 0d.	do.
	Seeds	£2 15s. 0d.	do.
Liverpool	Iron Ships Cotton	£2 7s. 6d.	
	Wooden ships	£2 5s. 0d.	
	Myrabolns & Coir bdls	£2 10s. 0d.	
	Seeds	£2 5s. 0d.	
Havre ..	Cotton	£3 2s. 6d.	
	Coffee		
Overland	Steamers	£3 10s. 0d.	
Liverpool via Suez Canal		£3 5s. 0d. to £3 12s. 6d.	
China ..	Steamer Cotton	Rs. 6 per bale.	
	Opium	Rs. 25 to 30 per chest	
	Sailing Ships	Rs. 4 per bale nominal	
Calcutta ..	Salt	Rs. 5 0 0 per ton	
Calcutta to Bombay		Rs. 20 and Calcutta Port charges	
Mauritius		Nothing doing.	

ARRIVALS.

March	Vessel.	Commander.	From
17	Said (s)	Laws	Liverpool, Feb. 1.
18	Kurrachee (s)	Gavin	Kurrachee, March 15.
	Oorus (s)	Nacoda	Cutch, March 16.

DEPARTURES.

March	Vessel.	Commander.	Destination.
18	Pekin (s)	Woolcott	Aden and Suez.
	Taglee (s)	DeCosta	Cutch.
	Ai. S. Elphinstone(s)	Ratlin	Coast and Goa.

The following vessels obtained their port clearances yesterday:—

Ship J. P. Smith, Williams, to Rangoon.

Ship Norwood, Turner, to Bimlipatam.

Ship Manila, Hamilton, to Liverpool.

The following vessels began to load yesterday:—

Steamer Cartago Nova, to Liverpool.

Steamer Bywell Castle, to Port Said.

Steamer Clarinda, to Havre.

Steamer Kurrachee, to Kurrachee.

Steamer Sir J. R. Carnac, to Carwar & Coast.

Ship Antrim, to Allepey and New York.

Steamer Oorus, to Cutch.

HOOGHLY.

Mar.	ARRIVAL.		
15	Talisman	Duff	Aden, Feb. 24.

MADRAS.

Mar.	ARRIVALS.	
15	Zeno (s)	Calcutta.
	Abyssinia (s)	Rangoon.
	Arcot (s)	Rangoon.
Mar.	DEPARTURE.	
15	Patna (s)	Bombay.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, latitude 18° 53m. 45s. N.; long. 4h. 51m. 25s. E. Height of Barometer above the Sea = 37 feet.

Month.	Mean daily values derived from 24 hourly observations. Barometer corrected to 32 Deg. Fah.	Temperature of the Air	Wet-bulb Thermometer	Dew Point.	Relative Humidity of Air.	Extent of Cloudy Sky the whole day circles = 8	Maximum temperature of Air read at 9 A.M. on following day	Minimum read at 9 A.M.	Wind. General Direction.	Movement in 24 hours.
	In.	°	°	°			°	°		
1.	29·86	78·1	72·3	69·1	·741	2·7	84·4	74·6	NW, NNW, NW, NNW	375
15.	29·84	78·1	72·1	68·9	·763	1·7	83·6	74·6	NNW, N, NW	367
16.	29·81	78·1	72·2	69·0	·758	0·8	84·2	73·1	NNW, N, NW	357
17.	29·73	77·1	71·1	68·0	·732	0·2	83·8	74·6	NNW, N, NNW	439
18.	29·51	77·4	70·4	67·1	·714	0·4	82·4	73·6	NNW, N, NNW	482
19.	29·61	77·1	68·9	64·3	·671	0·8	83·1	70·9	NNW, N, NNW	455

DAILY IMPORTS.—18TH MARCH.

FROM LIVERPOOL

Mirfield (s), 25 cases stout, 33 cases ale, 30 cases old tom, 30 cases gin, 3 cases orange wine, 6 cases sherry, 5 cases port, 102 cases brandy, 3 cases maraschino, 3 cases amour, 3 cases orange bitter, and 18 cases claret, N. V. Currance & Co.; 551 bundles hoop iron, Volkart Bro hers.

Redewater (s), 1,243 bundles iron hoops, Grendon Tippet & Co.

Como (s), 105 cases pale ale, Eduljee Rustomjee Mody.

FROM LONDON.

Como (s), 13 cases clocks, Hassum Dada; 42 cases paper, Volkart Brothers; 7 cases varnish, H. Allibhoy; 40 cases oilmanstores, 6 cases ham, 3 cases bacon and cheese, A. Shamon and Co.; 125 cases hock and 25 cases mossels, A. Blaccheck and Co.; 36 cases champagne, Pochajee Framjee and Co.; 83 barrels pale ale and 10 bales corks, S. Rustomjee; 20 cases claret, Behrend Brothers.

Virago (s), 100 cases brandy, N. Aspundiarjee; 15 bottles quicksilver, S. Nowrojee.

Isabel Croom, 200 casks cement and 11 bales paper, H. Allibhoy; 90 cases oilmanstores and 40 cases candles, D.A. Hoosen.

Don (s), 8 cases claret, Payne & Co.

FROM SUEZ.

Dilston Castle (s), 183 cases brandy, 20 cases whiskey, and 12 cases rum, P. Cursetjee Cama.

DAILY EXPORTS.—18TH MARCH.

FOR LIVERPOOL.

Prince Leopold, 550 bundles gall, Canjee Jetta.

Westminster, 95 bales cotton, Jumnadass Tricumdass; 31 bales cotton, Moonceram Mucoonram; 200 bales cotton, Gaddum & Co.; 60 bales cotton, Nathoomul Goverdhundass.

Astarte, 100 bales cotton, Canjee Lalljee & Co.; 75 bales cotton Manorebhoy Luckmedass & Co.; 147 bales cotton, Damodardass Balabhoy; 75 bales coir yarn, Pestonjee Eduljee.

Royal Standard (s), 88 bales cotton, Stearns Hobart & Co.; 50 bales cotton and 1 bale hemp, Finlay Muir & Co.; 22 bales wool, Finlay, Scott & Co.

Mongolia (s), 200 bales cotton, H. Bomanjee Touche & Co.; 18 bales coir fibres, 19 bales coir yarne, and 8 bales cotton, Canjee Megjee; 7 bales cotton, C. A. Dickinson; 200 bales cotton Gaddum & Co.

Virago (s), 61 bales wool, Heerjee Ladha & Co.; 102 bales cotton, W. & A. Graham & Co.; 120 bales cotton, Jumnadass Tricumdass; 30 bales hides and skins, S. W. A. S. N. Meera & Co.; 30 bales skins, Mahomedally Surajoodin; 6 bales hides, Feerbhoy Damjee; 20 bales skins, Rahimtoola Ebram; 7 bales hides and skins, H. S. Soares; 1 bale cott n, Kessowjee Pitamber & Co.; 125 bales hemp, Girdhurdass Dhurumsee.

Athol (s), 50 bales wool, Cursetjee Furdoonjee; 200 bales cotton, J. C. Bushby & Co.; 50 bales wool, Farnham & Co.; 34 bales cotton, Amerchand Lalljee.

Erato (s), 225 bundles coir yarn, Soonderdass Wagjee; 52 bales wool, Goculdass Tokursey & Co.; 27 bales cotton, Somchund Mitha; 14 bales cotton, Wallace & Co.; 50 bales wool and 200 bales cotton, David Sassoon & Co.; 50 bales wool, Cumley Premjee; 21 bales wool, Heeranund Khildass; 100 bales cotton, Goverdhundass Pursotumdass.

Como (s), 1703 bundles myrabollams, Ralli Brothers; 50 bales cotton, Dewjee Bhojraz.

Prince Patrick, 250 bales cotton, Dayal Toolseydass; 250 bales cotton, Lalljee Inderjee; 250 bales cotton, Remington & Co.

Augusta, 50 bales goat hair, Jacob Sawoo & Co.; 1 bale cotton, Roberston Brothers.

FOR LONDON.

Malabar, 24 packages cusumba, Canjee Jetta; 167 bales hemp, Dossabhoy Merwanjee and Co.

Pekin (s), 4 boxes indigo, Volkart Brothers.

Como (s), 20 cases cardamoms, Hurjeewan Madowjee.

Pekin (s), 4 boxes indigo, Volkart Brothers.

Mongolia (s), 5 packages jumali gota and 10 bales hides, Cassumbhoy Nanjee; 90 cases oilbanum, Mookjeebhoy Jewraz; 1 case shawls, G. Binayeknow; 5 bundles E. teeth, O.B. Vullybhoy; 30 bales hides, Currimbhoy Ebram.

FOR TRIESTE.

Mongolia (s), 100 bales cotton, E. Spinner and Co.; 59 bales cotton, Gaddum and Co.; 600 bales cotton, Ritchie, Steuart and Co.

Pekin (s), 5 boxes indigo, Volkart Brothers.

FOR SUEZ.

Mongolia (s), 3 bales skins, Dossajee, Esmalljee & Co.

FOR HAVRE.

Mongolia (s), 100 bales cotton, H. Bomanjee, Touche & Co.

City of Pekin, 68 bales cotton, Planque, Vinay & Co.; 150 bales cotton, H. Bomanjee Touche & Co.; 100 bales cotton, S. Tyebjee & Co.

Tim Whittler, 1,000 bundles myrabollams, Ludha Veerjee.

Ivanhoe, 100 bales cotton, Dayal Ruttonsey.

FOR HONGKONG.

Oriental, s, 200 bales cotton, B. I. S. N. Co.; 125 bales cotton, Eduljee Framjee & Co.; 200 bales cotton, Nursey Kessowjee & Co.

SALES AND PURCHASES.

PIECE GOODS.

The following sales are reported to have been made by European firms yesterday:—

					Rs. A. P.
1,000	pieces	Grey	Shirtings	40 inch 39 yds. 6 lbs.	4 6 0
500	„	„	„	40 „ 39 „ 6 lbs.	4 6 0
500	„	„	„	45 „ 39 „ 7 lbs. 11 14 0	
500	„	„	„	45 „ 39 „ 9 lbs. 6 9 0	
450	„	„	„	45 „ 39 „ 8 lbs. 5 13 0	
500	„	„	„	40 „ 39 „ 6 lbs. 4 7 3	
1,500	„	„	Jaconets	40 „ 20 „ 2½ lbs. 2 2 6	
1,000	„	„	„	45 „ 20 „ 2¾ lbs. 2 8 0	
200	„	White	Mulls	40 „ 20 „ No.1,900 3 4 0	
200	„	„	„	40 „ 20 „ No.2,000 3 8 0	
200	„	„	„	40 „ 20 „ No.2,100 3 12 0	
200	„	„	„	40 „ 20 „ No.2,200 4 0 0	

COTTON.

200	candies	New Akote full pressed (20 days)	...	Rs. 296-97
50	„	„ Bhowanggur (ready)	...	„ 256-60
50	„	„ Dhollera (10th May)	...	„ 255
25	„	„ Cutch (15 days)	...	„ 252
100	„	„ Oomrawuttee (ready)	...	„ 260
50	„	„ Veerumgaum (15 days)	...	„ 250
250	„	„ Dhollera (10th May)	...	„ 254
125	„	„ Sawg. Dharwar „	...	„ 283½
50	„	„ Old Coompta (ready)	...	„ 200
50	„	„ Dhollera (without sel.)	...	„ 218
25	„	„ Broach (ready)	...	„ 263

MILITARY.

ARRIVALS.—MARCH 18.

Williams, Colonel, 32nd Regiment, on leave, from Hoshungabad.

Gilby, Quartermaster, 60th Regiment, on leave, from Kurrachee.

Davey, Surgeon Major, general duty, from leave, from Matheran.

Sadleir, Captain, Royal Artillery, on duty, from Kirkee.

Hewett, Captain, Bengal Staff Corps, on duty, from Simla.

Guiness, Assistant Surgeon, R. A., on leave, from Cawnpore.

Collingwood, Captain, R. A., on leave, from Deesa.

Griffin, Major, Bengal Staff Corps, on furlough, from Peshawur.

Wetherall, Captain, Adjutant Deolalee Depot, on leave, from Deolalee.

DEPARTURES.—MARCH 18.

Reeves, Captain, Staff Corps, on duty, to Sawunt Waree.

Willis, Lieutenant, R. H. A., on medical certificate, to England.

Tibbs, Lieutenant, 1-11th Regiment, on medical certificate, to England.

Merriman, Lieutenant-Colonel, P. W. Dept., on duty, to Deesa.

Fife, Colonel, P. W. Dept., on duty, to Poona.

Hawes, Captain, 4th Punjab Infantry, on medical certificate, to England.

Portman, Captain, Staff Corps, on medical certificate, to England.

Nembhard, Lieutenant-Colonel, Bengal Staff Corps, on furlough, to England.

Woodhouse, Captain, 30th Bengal N. I., on furlough, to England.

Hills, Captain, Royal Engineers, on leave, to England.

Kelly, Captain, 62nd Regiment, on leave, to England.

Galloway, Captain, 4th Madras Light Cavalry, on furlough, to England.

Bridge, Captain, 2-21st Fusiliers, to rejoin, to Madras.

Page, Captain, 8th (King's Own) Regiment, on duty, to Deolalee

Foote, Major, Bengal Staff Corps, on sick leave, to Europe.

O'Grady, 2nd Captain, R. A., to join, to Secundrabad.

Collingwood, Captain, R. A., on medical certificate, to England.

Crawley, Captain, Bombay Army, on duty, to Mhow.

Day, Surgeon, Madras Medical Department, on leave, to Europe.

Trevelyan, Lieutenant, 3rd Hussars, on leave, to Europe.

Guinness, Assistant Surgeon R. A., on leave, to Europe.

Elliott, Colonel, Bengal Staff Corps, on furlough, to Europe.

Armit, Lieutenant, 2-21st Fusiliers, to rejoin, to Madras.

Birch, Captain, 9th N. I., on leave, to England.

Lynch, Major-General, on leave, to England.

PUNJAUB ORDERS.

(*Punjaub Gazette*, March 14.)

Mr. C. A. Roe, Settlement Officer, Hushiarpore, is invested with the powers of a Deputy Commr. on the Revenue side, in the Kangra District, for the purpose of demarcating the boundaries of forest lands.

Mr. J. R. Baillie, Asst. Commr., Hushiarpore, received charge as Supt. of the Jail at that station from Capt. W. J. Parker, Asst. Commr., on the 27th Feb. 1872.

Asst. Surg. A. Stephen, Offg. Civil Surg. of Shahpore, is appointed Supt. of the Jail at that station.

Mr. G. Knox, Offg. Deputy Commr., Dehli, has obtained three months' privilege leave of absence, with effect from the 1st March 1872, or such subsequent date as he may avail himself of the same.

Mr. J. Frizelle, Asst. Commr., from the Rawulpindee to the Lahore District, to be stationed at the outpost of Kasur.

Capt. R. T. M. Lang, Asst. Commr., from the Gujranwala to the Delhi District.

Mr. T. O. Wilkinson, Asst. Commr., from the Ferozepore to the Hoshiarpore District, as Deputy Commr.

Mr. J. W. Macnabb, C.S., on return from furlough, is posted to the Simla District, as Deputy Commr.

Major J. E. B. Parsons, Deputy Commr., from the Simla to the Loodhiana District. This cancels Order No. 620, of the 28th Feb. 1872.

Mr. C. P. Elliott, C.S., on return from furlough, is posted to the Hoshiarpore District, as Deputy Commr.

Surg. A. F. Holmes, M.D., 1st Sikh Inf., is granted leave of absence on private affairs, under the rules of 1868, for six months, from the 16th May 1872, to proceed to Murree and Cashmere.

Capt. E. B. Ward, 3rd Punjab Inf., is granted leave of absence for 30 days, from the 10th March 1872, or such subsequent date as he may avail himself of it, to proceed to Bombay and embark on the furlough granted in G. G. O. No. 158, dated 16th Feb. 1872.

The following orders are confirmed:—

Brigade Order, Punjab Frontier Force, dated 24th Jan. 1872, appointing Asst. Surg. G. McB. Davis, M. D., to the officiating medical charge of the 6th Punjab Inf., as a temporary arrangement, vice Asst. Surg. Stephen, appointed Offg. Civil Surg. of Shahpore, and placing the services of Asst. Surg. J. Lloyd, M. D., at the disposal of the Deputy Insp-Genl. of Hospls, as a temporary arrangement, for employment under the orders of the Major-Gen. Comdg. the Jhelum Division.

Dated 22nd March 1872, as a temporary measure, directing Asst. Surg. W. F. Murray, M. B., after making over medical charge of the 3rd Punjab Inf. to Asst. Sur. G. McB. Davis, M. D., on his arrival at Dehra Ismail Khan, to proceed and relieve Surg. J. A. F. Colles, M. D., 4th Sikh Inf., whose services will then be placed at the disposal of the Govt. of India.

Dehli Garrison Order, dated 13th Feb. 1872, appointing Surgeon H. Cookson, 20th Punjab N. I., to the medical charge of the Delhi Light Horse Field Battery, vice Asst Surg. J. Fleming, from the date of the latter officer's leaving the station.

Dehra Ismail Khan Station Order, dated 11th Feb. 1872, as a temporary measure, directing Surg. C. P. Costello, 5th Punjab Cav., to assume medical charge of the 3rd Sikh Inf., in addition to his other duties, vice Asst. Surg. McGregor, proceeded on leave on urgent private affairs.

Dated 15th Feb. 1872, appointing Capt. S. J. Browne, 6th Punjab Inf., Station Staff Officer of Dehra Ismail Khan.

Dated 17th Feb. 1872, appointing Surg. C. P. Costello, 5th Punjab Cav., to the medical charge of No. 2 Light Field Bat., in addition to his other duties.

Dehra Ismail Khan District Order, dated Camp Zam, 20th Feb. 1872, appointing Lt. Vousden, 5th Punjab Cav., Staff Officer to the Force, Camp Zam, (5th Punjab Cav.; Division, No. 2, Light Field Bat.; 5th Punjab Inf.), with effect from the 15th inst., vice Capt. S. J. Browne, appointed Station Staff Officer.

2nd Punjab Cav.—Regtl. Order, dated 21st Feb. 1872, making the following temporary arrangements, with effect from the 19th idem, consequent on the return of Lt. E. B. Bishop, 1st Squad. Sub., from furlough to Europe on medical certificate.

Lt. E. B. Bishop, 1st Squad. Sub., to officiate as Adjt., in addition to his other duties.

Lt. L. T. Bishop, 2nd Squad. Sub., to officiate as 3rd Squad. Officer, in addition to his other duties.

Corps of Guides.—Regtl. Order, dated 21st Feb. 1872, as a temporary measure, directing Capt. A. J. Nicholson, Gr. Mr., to officiate as Wing Officer and Adjt. in addition to his other duties, until further orders, vice Lt. Hammond, proceeded on leave to Bombay.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet.
United Kingdom	Mar. ... 5-30 P.M.	...	6-30 P.M.
Kurrachee	„ 22 ... 11 A.M.	...	12 A.M.
Persian Gulf via Kurrachee	„ 26 ... 11 A.M.	...	12 A.M.
China	„ 26 ... 9 A.M.	...	10 A.M.
Australia	Apr. 9 ... 9 A.M.	...	10 A.M.
Mauritius, Reunion, &c.	Mar. ... 2 P.M.	...	3 P.M.

POSTAGE BY THE BRINDISI ROUTE.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

CUTTS—March 12th, at Surat, Mr. Charles Cutts, B. B. & C. I. Railway, aged 63 years.

OTHER PRESIDENCIES.

BIRTHS.

BOOTH—March 13th, at Palmanair, the wife of Mr. W. Booth, Taluq Overseer, D. P. W., of a son.

DENCH—March 14th, at Calcutta, 48, Creek Row, the wife of Captain C. Dench, of a son and heir.

MARRIAGE.

STEVENSON—HARLEY—March 13th, at Trichoor, by the Rev. W. Smith, assisted by the Rev. J. Richards, J. H. Stevenson, Esq., Conservator of Forests (Rajah of Cochin) and son of Major E. S. Stevenson, to Emily Christiana, second daughter of the Rev. H. Harley, (Retired Missionary.)

DEATH.

HANNAY—March 14th, at 57, Chowringhee, Calcutta, the infant son of Henry and Josephine Hannay, of Dehrooghur, Assam, aged 5 months and 20 days.

All MONEY ORDERS, CHEQUES, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

TUESDAY, MARCH 19, 1872.

THERE is an advanced party—we use the word in its collective sense, and not as a personal allusion to the Secretary to the East India Association—there is an advanced party which is always asking for representative government for India. We are not surprised at any scheme which, as its advocates think, would assist the Legislative body to some knowledge of the people for whom it legislates. Never, perhaps, was a more deplorable display of ignorance made by our Government on the subject on which it should be best informed, the economic and social condition of the people, than that exhibited by our local legislators who assisted last year at the framing of the Provincial Budget. The previous employment during the past decade of the members of the local Council goes far to explain the astonishing want of knowledge of, and consequent absence of sympathy with, the mass of the people who reside outside "the town and island of Bombay." The Governor cannot, of course, be expected to have an intimate knowledge of the condition of the people of the Mofussil. Of the official members, the senior member of Council has not held office, except in Sind, for ten years. Mr. Tucker has passed his official life as a Judge. Mr. Ravenscroft's up-country experience is, we believe, limited to Guzerat, and he, too, has not held office out of Bombay for about seven years. The military members and the non-official European members can scarcely be expected to do more than follow the lead of the Executive, while the wealthy natives of Bombay, who form the fourth class who send representatives to the Council, have perhaps less consideration for their poorer fellow-countrymen than any of the others. This, perhaps, mattered little when the matters legislated for were such as concerned the ordinary administration of the country, and action was usually taken on the representations of the most efficient of the executive officers in the Presidency; but, now that the local Council has power to levy taxes, we really think that some measures should be taken to impose an element into that august body, which might give it some knowledge of the condition of the people it taxes, the more especially as we perceived last year that the head of the Government and his colleagues are happy in a complete ignorance of the first rules of Political Economy.

We cannot too emphatically protest against the Government viewing the distant Mofussil even through the medium of the educated Hindoo or enlightened Parsee of Bombay. In the first place, when either of these gentlemen is consulted by a Governor, he is much too well-bred to differ from such an exalted personage, or to assume that His Excellency is aught than infallible. In the next, they are really nearly as ignorant as an "ordinary member of Council" of the state of things of people and opinion up-country. The wealthy and educated classes of Bombay are a race apart from the unclad and unenlightened rural population. The best, in fact the only possible representatives of the people, in the present condition of the country, are the District Officers. We have often seen conferences of Collectors gathered to consider some special question connected with administration, and we do not see why some such assembly should not meet to assist at the discussion of the Budget. One Collector from each main division, say, Guzerat, the Northern Deccan, the Southern Mahratta Country, and the Concan, might well attend the Council, and profitably assist at the discussion of the next Budget. Possibly, with their assistance, the Right Honorable gentleman who presides over the Council might assume that a rupee and a half is very large sum for a man with no income at all to pay, and that it makes the parting with a week's income a greater and not a less hardship the smaller the actual sum which represents it.

At any rate, they might inform the Council, and at the same time the public, what had been the results of the brilliant exhibition of financing talent displayed this time last year. They will be able to show what numbers of "third class passengers" have paid their fare. If they will really say what they must have seen, they can inform His Excellency in Council that the poorest of the poor, the ill-fed and literally naked labourer, the village servant who scrapes together a scanty subsistence by living a toll of a handful of grain on each cultivator, the mendicant, and all the other dregs of a wretchedly poor population, have each brought their mite. They will perhaps relate for His Excellency's satisfaction that appeals have been few, because the very poor, being barely able to pay the tax of eight annas, are unwilling to risk another eight annas in the purchase of the necessary stamped paper to make the petition of appeal on. Many districts have this year been desolated by famine. Scanty crops have almost ruined the cultivators and the population dependent on them; the dealers in the luxuries of clothing and cooking pots—luxuries we call them—for the cultivators have been forced to do without them this year; the "non-agricultural population" have suffered almost equally with those on whom they depend, but they have still paid their "fare." We think that representatives from the Mofussil, were they as honest as Mr. Inglis, would have a still stronger case than his, and with this difference—that with the income tax the poor were taxed through the fault of the Executive, while the non-agricultural cess is avowedly a tax to reach the poor.

We do not suppose for a moment that any such measure as we advocate will be tried, or that any one will be nominated to the Council who is likely to mar the harmony of its real meetings. But we trust, for the sake of ordinary humanity, that some enquiry will be made into the working of the non-agricultural cess before the next year's Budget is determined on. We know what the opinion of the majority of District Officers was when it was introduced. No one that we have asked about it outside the Sleepy Hollow had a word to say in its defence. Let us hear now if they were right, or the few gentlemen who are permitted to irritate the most loyal population in India by an income-tax levied on incomes which politicians of every country, and political economists of every school, are agreed should be exempt from direct taxation. We implore the Government to ask honestly for information, and to act on the information when given.

One word, and we have finished. It may be urged that the evil cannot be very great when only one paper has anything to say on the subject. It is not for us to make light of the value of public opinion in this country; but the people whom this income tax affects have really no organ. Our English contemporaries who have been saying enough against an income-tax which affects themselves, and the comparatively wealthy classes who support them, are scarcely likely to follow our lead; and unless, as in our case, a stray up-country contributor calls attention to an up-country grievance, a Bombay paper may be pardoned if it ignores its existence. That the Native Press has nothing to say about the tax, if it is really as odious as we represent, may appear more strange; but this Native Press has hitherto not shone as a champion of the poor. The tax does not much affect the trouser-wearing graduates who thunder at the British Government which has given them a cheap education and made them what they are (perhaps however a slight cause for gratidude). Indeed, the Native Press can only be taken to represent that small class of natives who, as we said above, are a race apart from the mass of the people. The District Officers must have means, however, of knowing the feeling of the people about the non-agricultural cess, and the returns will give the Government information as to its incidence. We only ask Sir Seymour Fitzgerald and his colleagues to honestly seek for this information, to make it known to the public, and to act on it to the best of their ability in the manner most conducive to the well-being of the State.

As it appears that there is a serious error in the figures of the Municipal Commissioner's Revised Budget for 1873, we refrain from commenting on the Budget at all until the inaccuracy has been accounted for. But, as numerous letters reach us from day to day complaining of the disgraceful state of the roads, it may not be amiss to call attention to what we conceive to be the mistaken principle of action by which Mr. Hope avows that he is guided in the work of repairing the roads. The Commissioner admits that "a very thorough general repair is much needed," and it is unfair to hold him responsible for the state into which the roads have fallen. But when he says—"In the meantime the repairs are being proceeded with as rapidly as the limit of

been personal ones, my character is called in question, my sanity is declared doubtful, and M. Veuillot, the writer in the Ultramontane journal, the *Univers*, advises me to hang myself. So far from having any personal motives for this step, I had every inducement to remain where I was. My means of existence are now gone, and the moral task I have entered upon will leave me but little rest of spirit. My mind will, however, be at ease on one point, the most important one to every Christian. I shall always retain the consciousness of having done my duty. You know at present of only one other man besides myself who has dared to revolt against Papal authority. Father Hyacinthe gave me a noble example. But I can assure you that with the majority of the Parisian priesthood the recognition of the Pope's infallibility is simply a matter of pecuniary necessity. Give me an annual pension of £200 for every priest who is ready to join me in my opposition, and you will soon have an idea of the true extent of the schism. We hold that the late Vatican Council was not œcumenical, that is, it was not universal. It was not public, for it met with closed doors; it was not free, because the Pope threatened to deatitute the bishops who voted against the dogma. In the first nine centuries of Christianity there is no evidence to show that the Pope was ever considered as an infallible judge of all things spiritual and moral. On the contrary, there is unquestionable proof that he was always treated as the president of all Church councils, and nothing more. He was a *primus inter pares*, and the responsible chief of the Christian republic. But now that he makes a revolution in the Catholic Church by setting himself above it, and by introducing a new article of faith, there must be an end to an authority which would make the man who says it equal to God himself. The interests of the universal church are too precious to be abandoned in the hands of one man who may be an ambitious tyrant or drivelling idiot." The Abbé spoke at great length in this strain, his eyes betraying all the while a painful amount of excitement. He told me also that he was inditing appeals to all the members of the Protestant High Church clergy in order to persuade them to discuss the common ground on which his party and theirs might effect a junction. In fact, M. Michaud is determined to play the part of a second Luther, and, if necessary, to burn the Papal bulls which decree his excommunication.

The Courts Martial are getting through their work as expeditiously as possible, but it is thought that they will not have done before next July, or fourteen months after the suppression of the insurrection. The Commission of Pardons has just commuted 11 condemnations to death out of 24, so that it is not improbable I may have another execution to record in my next.

BOMBAY.

ESCAPE OF A LUNATIC.—On Saturday, a Mogul patient in the Lunatic Asylum escaped from the asylum. He has not yet been arrested.

ACT.—Yesterday there were twenty-two Eur[illegible] vagrants in the Government work-house attached to the House of Correction.

POPULATION OF BARODA.—According to the recent census taken at Baroda, the population of the place is supposed to be 1,30,000.

ACCIDENT.—On Sunday, a labourer employed in the Bhattia Spinning and Weaving Company had three of his fingers cut off by the machinery. He was removed to the Jamsetjee Hospital.

ATTEMPTED SUICIDE.—A Hindoo, named Ramrao Nursoo, on Sunday, attempted to commit suicide by jumping into a well at Camateepoora. He was taken out and removed to the Jamsetjee Hospital.

CRIMINAL SESSIONS.—Up till yesterday, only four cases had been committed by the several magistrates of police for the ensuing Criminal Sessions of the High Court, which commence on the 10th April next.

SURAT HIGH SCHOOL.—The salary of Mr. Ambalal Shakurlal Desai, Acting Head Master of the Surat High School, has been raised to Rs. 350, from the date of the confirmation of Mr. K. T. Best at Ahmedabad.

THEFT.—Mr. Dosabhoy Framjee yesterday sentenced one Shaik Haroon Mahomed, and another, to undergo rigorous imprisonment for fourteen days each for stealing a quantity of wheat, the property of a man named Moosa Hasson.

A REFRACTORY SHAMAN.—Robert Palmer, a seaman of the steam ship Surrey, was charged with wilful disobedience of lawful commands in the refusal of duty, and was sentenced by the Acting Second Magistrate to a week's imprisonment.

PROWS CAPSIZED.—On Saturday, the prow Rooparail, laden with firewood and iron, capsized near Elephanta. The damage done is estimated at about Rs. 1,000.—On the same day, a prow, laden with seven tons of coal, capsized near Mazagon Bunder.

A VAGRANT SENT TO THE WORK-HOUSE.—At the Girgaum Police Court yesterday, Henry Fry, a European, was charged with being a vagrant and wandering about without any visible means of subsistence. He was sent to the Government work-house, Byculla.

INFANTICIDE.—A living native child was found by the police on Sunday somewhere near Camateepoora. It was taken to the Jamsetjee Hospital, where it died shortly after admission. A coroner's inquest was held on the body, and the enquiry has been adjourned till today.

THE MOHURRUM FESTIVAL AT BARODA.—The Fouzdar of Baroda, Babajee Yeshwantrao, has issued a notification, in which all the Mahomedan residents of the place have been strictly ordered not to make use of any weapon or any kind of stick during the Mohurrum festival.

AN INCORRIGIBLE THIEF.—Yesterday, in the Fort Police Court, one Abdol Raymon, a notorious character, was sentenced by Mr. Dosabhoy Framjee to a month's rigorous imprisonment for stealing a gold embroidered cap belonging to one Sulleman Adam, a cutlery shop-keeper.

COMMITTED TO THE CRIMINAL SESSIONS.—Edward Raven, an engine-driver in the employ of the G. I. P. Railway Company, has been committed by Mr. T. E. Britten, Railway Magistrate at Bhosawul, for having been intoxicated whilst in the discharge of his duty.

A EUROPEAN VAGRANT.—Henry Watson was yesterday charged before Mr. Dosabhoy Framjee with being a vagrant and wandering about without any visible means of subsistence, and was ordered to be sent to the Government work-house attached to the House of Correction.

DACOITY AT SURAT.—The *Gujerat Friend* states that on the 9th inst. a dacoity was committed by a gang of dacoits at the village of Morai, belonging to the Pardee talooka, of the Surat district. They entered the village at night with burning torches in their hands, and looted property belonging to the Patel of the village.

THE GAEKWAR OF BARODA.—It is said that H. H Mulharao has some misgiving as to whether his life would not be endangered by his journey to Bombay, as it is thought that some evil-minded person may make an attack upon him. The late Khunderao Gaekwar used always to consult astrologers before he left his territory to go to any other place. In the event of H. H. coming to Bombay it is understood that he will be accompanied by Colonel Barr, the Resident at Baroda.

THE SMOKE NUISANCE IN THE FORT.—The complaint of Mr. Pestonjee Sookiajee against Mrs. Dixon, otherwise called Walsh, for causing a nuisance by the smoke of a kitchen in the Australasian Hotel, which has been several times before the Senior Magistrate of Police, came on yesterday for final decision. The Magistrate said that he had been to see the premises, and it was quite obvious that the chimney complained of was what would be popularly and colloquially described as a nuisance to the residents of the adjoining house. But for anything that he knew, the kitchens of the adjoining house might be as great a nuisance to their next door neighbours on the other side. He therefore declined to exercise the very peculiar powers which he said were entrusted to him under section of the Code of Criminal Procedure, and also declined to proceed under sections of the Penal Code which had been pointed out to him as applicable to the case. His Worship did not think it a case for procedure in a Criminal Court, but there might be rights and remedies between the parties, which, if they could not adjust their differences in private, must no doubt be settled in the Civil Courts at the expense of those most in the wrong. Mr. Macfarlane, solicitor, appeared for the complainant, and Mr. Jefferson for the defendant. The magistrate, in dismissing the case, did not allow costs.

REFUSAL OF DUTY BY A SHIP MATE.—At the Fort Police Court yesterday, before Mr. Dosabhoy Framjee, Nicholas Williams, second mate of the ship Night Hawk, was charged with wilful disobedience of lawful commands in the refusal of duty.

Mr. A. Dermott said—I am captain of the ship Night Hawk. I engaged the prisoner as a second mate in Calcutta. I enquired of him whether he could read and write English. He said "Yes," and I engaged him. He has signed the articles. I subsequently found that he could neither read nor write English, and he does not understand an order given him in English or Hindoostanee. He speaks very little of English. He is not able to keep the ship's reckoning. I therefore could not trust such a man in charge of a watch during my absence from deck, and therefore I disrated him as a sea cunny, the work of which he is able to perform, and as such he refused to work.

Prisoner admitted that he was not able to speak and understand English, but he would not work as a sea cunny.

At the persuasion of the magistrate prisoner preferred to go on board and work as a sea cunny till the 27th instant, on which date the captain agreed to discharge him. Prisoner was accordingly ordered to be sent on board.

SHIPPING ITEMS.

THE SHIP ANNIE LYLE, 2,288 tons, Captain J. Yeo, arrived on the 16th instant from Liverpool (November 8th) with a cargo of 1,591 tons of coals. The vessel is consigned to Messrs. Lawrence & Co.

THE SHIP MANILA, 1,363 tons, Captain J. Hamilton, will sail today for Liverpool with a cargo of 8,474 bales cotton, 24 bales wool, 1,500 cwts. galls, 123 cwts. coir yarn, 120 cwts. horns, and 310 cwts. hemp.

THE S.S. CANUTE, 702 tons, Captain J. W. Armstrong, arrived on the 17th instant from Liverpool (February 7th) via the Suez Canal with a general cargo. She touched at Malta and Port Said. She is consigned to Messrs. King & Co.

THE S.S. SAID, 683 tons, Captain W. Laws, arrived on the 17th instant from Liverpool (February 1st) via the Suez Canal with a general cargo. She touched at Holyhead, Malta, Port Said, and Suez. She is consigned to Messrs. W. Nicol & Co.

THE S.S. KURRACHEE, Captain J. R. Gavin, arrived yesterday from Kurrachee (March 15th) with a general cargo and the following passengers:—Mr. Wells, the Hon. R. Drummond, Quartermaster Gilby and two Misses Gilby, Rev. Father Martin, Mr. Richardson, Mrs. Miller and two children, and thirty-eight deck passengers.

THE P. AND O. CO.'S S.S. PEKIN, Captain Woolcott, sailed yesterday for Aden and Suez with the following cargo:—For Liverpool 1,023 bales cotton and 255 bales wool. For Genoa—600 bales cotton. For Odessa—1,200 bales cotton. For Havre—586 bales cotton. For Trieste—700 bales cotton. For Marseilles—418 bales cotton. For Venice—150 bales cotton.

THE following is a list of passengers per s.s. Golconda, which sailed from Calcutta on Thursday:—

For Madras—Mr. Abdoola and 2 native servants, Mrs. J. W. B. Money, Mrs. Grashman, child and infant.

For Galle—Mrs. Traward and Mr. F. Pelley.

For Hongkong—Mr. Joy.

For Southampton—Mrs. J. B. Worgan, 4 children and European servant, Mr. and Mrs. Robertson, child, infant and ayah, Mr. and Mrs. A. Howell, c.s., 4 children and European servant, Mrs. R. F. Graham and child and European servant, Mr. and Mrs. Mooyer and child, Dr. Muir, Miss Philips, Miss Heaton, Capt. and Mrs. Corrie, infant and European servant, Miss C. Shillingford, Mr. and Mrs. Porch and infant, Rev. E. C. Stuart, Miss Hamilton, Miss Slater, Mrs. Judge and 4 children and European servant, Miss Jervois, Captain and Mrs. W. A. Elder, Mr. A. Landale, Mr. Jas Fhair, Mr. Geo. Burchett, Mrs. Friend, Dr. Lithgaw, Mrs. Vanrenen, Miss Vanrenen, Mr. and Mrs. Jones and child, Mr. Albert Cappell, Mr. C. A. Bailey, Mr. F. F. Macooy, Mrs. Smith, 3 children and infant, and Mr. Robinson.

STATE OF THE TIDE AT BOMBAY.

MARCH.	HIGH WATER. Time.	HIGH WATER. Height.	LOW WATER. Time.	LOW WATER. Height.
	H. M.	FT. IN.	H. M.	FT. IN.
Tuesday..... 19	6 14 m	0 5	1 6 m	0 1
	8 31 a	2 8	0 50 a	2 10
Wednesday ... 20	6 58 m	0 5	2 44 m	0 2
	9 25 a	3 5	2 19 a	3 2
Thursday 21	9 19 m	1 9	3 41 m	1 7
	10 5 a	3 10	3 26 a	3 10
Friday 22	10 4 m	2 10	4 18 m	2 10
	10 36 a	5 0	4 9 a	4 7
Saturday.. ... 23	11 4 m	3 10	4 48 m	3 10
	11 4 a	5 7	4 45 a	5 2
Sunday 24	11 15 m	4 11	5 15 m	4 11
	11 34 a	5 7	5 17 a	5 7
Monday..... 25	11 48 m	5 9	5 43 m	5 9
	11 59 a	6 3	5 51 a	5 11

Moon—Full, 25th, 6h. 33m. a.m.

HIGH COURT.—19TH MARCH.

(Before the Hon. Sir CHARLES SARGENT.)

SHORT CAUSES.

789-71—Khunderao Morojee—Radhabai, widow, v. Madhowrao Dinanath and another—No appearance.

23-72—Jefferson and Payne—Eduljee Burjorjee v. Pallonjee Jamsetjee—No appearance.

53-72—Shapoorjee and Thakurdas—Vundravundas Purshotumdas v. Madhowrao Ramran—No appearance.

57-72—Dallas and Lynch—Henry Richard Wilcox v. Rajoo Baloo—Janardhun Gopall.

69-72—Shapoorjee and Thakurdas—Joshee Toolseydas Dhunjee v. Ralliathai, widow—No appearance.

87-72—Craigie, Lynch, and Owen—The Commercial Bank Corporatioo v. Runchorelal Bhugwandass.—No appearance.

93-72—Keir, Prescot, and Winter—Doopa Heerjee and others v. Cowasjee Nowrojee—No appearance.

95-72—Dallas and Lynch—Charles Raymond Pelly and another v. Bomanjee Merwanjee and another—No appearance.

97-72—Dallas and Lynch—Vishnoo Ramchunder v. Maria Concejao D'Souza—No appearance.

LONG CAUSES.

601-70—Hearn, Cleveland, and Peile—Shamavahoo, widow, and others, v. Dwarkadas Vussonjee—Craigie, Lynch, and Owen.—Issues settled.

FOR FURTHER DIRECTION AND COSTS.

954-70—K. Morojee—Pestonjee Hormusjee Suntook v. Nusserwanjee Nowrojee and another—No appearance.

532-69—Dallas and Co.—Venaekrao Gunputrao and others v. Framjee Dhunjeebhoy B.—J. Gopall.

225-71—Thacker and Chalk—Guneshdass Thackoordass v. Gungaram Baldew—Craigie, Lynch, and Owen.

305-71—Gopall—Laxumibai, widow, v. Keshowram Bapujee and another—Macfarlane and Skipsey.

(Before the Hon. Mr. Justice BAYLEY.)

SHORT CAUSES.

744-71—Craigie, Lynch and Owen—Richard Willis and others v. Govindbhoy Futtaybhoy—No appearance.

30-72—Shapoorjee and Thakurdas—Nuggindas Dyabhoy and another v. Vullubbhoy Toolseydas and another—No appearance.

46-72—Moonshee—Khetsee Oobhaya v. Tuucker Doongersey Laljee—No appearance.

56-72—Manisty and Fletcher—Dhurrumsey Poonjabhoy v. Merwanjee Nusserwanjee—No appearance.

84-72—Craigie, Lynch, and Owen—The Commercial Bank Corporation v. Manockjee Cursetjee Cama—No appearance.

94-72—Jefferson and Payne—Mahomedally Mulkmoodin, &c. and others v. Mahomed Said Moolla—Thacker and Chalk.

96-72—Craigie, Lynch, and Owen—Thomas Stenhouse and another v. Meerally Dhurrumsey and others—No appearance.

MOTION.

796-71—C. Tyabjee—Assamoodin bin Shaik &c. v. Joosub Ahmed and others—Thacker and Chalk; Rimington, Hore, and Langley; and Leathes and Crawford.

LONG CAUSE.

563-70—C. Tyabjee—Lalloobhoy Bapoobhoy and another v. Mancooverbai, widow—Hearn, Cleveland, and Peile.—Part heard.

A HIGH COURT "JOKE."

THERE is a story just now among the gentlemen of the gown that the "tall, stiff, Irascible" made a joke in the course of his pleadings in a certain case heard the other day before a certain Judge who generally administers the law with a "smack" of unction peculiarly his own, and that the said Judge took the joke up *au serieux*, and delivered an elaborate judgment upon its nature and precedents in law. But there is another story to the effect that the Judge did well in taking up the statement the "Irascible" called a joke, because it was one of those statements which if unsuccessful are best called jokes, but which if tendered in the course of serious business as genuine legal coin (as in this case it was perhaps intended to be) may do injustice to clients and insult the perception of the Bench. And altogether the "Irascible" may have got the butt-end of the joke.

THE HOUSE OF CORRECTION.

THERE were in all 192 prisoners in the House of Correction yesterday. Of these, 37 were under sentences from the High Court, 1 from the Court of Petty Sessions, 115 from the Magistrates of Police, 31 from Military Courts Martial, and 8 from Naval Courts Martial. Of the prisoners, 108 were natives and the remaining 84 were Europeans.

DEPARTURE OF THE TROOPSHIP MALABAR.

THE following troops will embark for England in Her Majesty's troopship Malabar to-morrow forenoon —

459 Invalids. 17 Invalids. 53 Wives. 87 Children.
47 Time-expired men. 34 Wives. 87 Children.

The names of the officers proceeding in her are as follow:—

Col. D. Gaye, R.H.A.
" C. H. Smith, R.A., with wife and 3 children.
Dr. W. Munro, wife and child.
Surgeon W. R. S. Veale, M.D., wife and 5 children.
" J. Munday, M.D.
Major G. T. Osborne, wife and 3 children.
Captain C. Collingwood, R.A., wife, 2 children, and 1 F. sevt.
" J. Lawson, wife and 4 children.
Capt. G. Napier, R.A., and wife.
Capt. T. Van Straubenzie, R.A.
Asst. Surg. D. Murray, M.D., wife, child, and 1 F. sevt.
Capt. E. H. B. Lawbridge, 2-24 Ft.
Capt. F. G. Jackson, 1-21 Ft., wife, 2 children and 1 F. sevt.
Asst. Surg. E. J. Boulton, R.A.
Capt. T. Kelly, 1-2 Ft.
" M. Taunder, 2-21 Ft.
Capt. T. W. Kane, 1-3 Ft.
" C. F. J. Douglas, R. A.
" Simpson, R. A.
Lieut. H. G. Willis, R. H. A.
" W. J. Tibbs, 11th Foot.
Qr. Mr. M. Robinson, R. A., wife and 3 children.
Lieut. C. Murphy, R. A., wife and child.
" W. J. LeBreton, Staff Corps.
Asst. Surg. J. McCutchen, M. D.
" D. P. Palmer, M. D.
Lieut. W. McMath, 66th Ft.
" A. J. O. Pollock, 1-21 Ft.
" D. Auchinleck, 2-21 Ft.
" A. Innes, 1-3 Ft., & wife.
" J. C. S. Kay, 15th Hus.
" H. A. Williams, 1-14 Ft., wife and 2 children.
Mrs. Butcher, R. H. A., and 7 children.

ADDITIONAL PASSENGERS BY THE HOMEWARD MAIL.

THE P. and O. Co.'s s. s. Pekin, 3,777 tons and 600 h.p., Captain W. Woolcott, sailed yesterday for Aden and Suez with the English mail and the following additional passengers:—

For Southampton—Dr. Guiness, R.A., and Mr. H. W. Trevelyan.

For Brindisi—Mr. J. Penny.

DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL is the Unrivalled Restorative for Weak and Sickly Children.—Dr. R. C. Croft, author of "Handbook for the Nursery," states: "I have tried Dr. de Jongh's Light-Brown Cod Liver Oil, and find that it contains all the properties which render the Oil so efficacious. I find, moreover, that many patients prefer it to the pale oils, and are able to retain it more comfortably. It is almost a specific in many of the diseases peculiar to infancy and childhood, and I have seen marked benefit produced by its use." Sold only in capsuled im, erial half-pints, pints, and quarts, by all Chemists, Druggists and Storekeepers., Sole Consignees, Ansar, Harford, and Co., 77, Strand, London.

BOMBAY REGATTA.

IT will be seen that the Bombay Regatta, after its postponement on account of the recent national calamity, comes off to-morrow. The Auckland has been detailed off as the Commodore's yacht, and a small company of the general public will be accompanied in the little Dagmar, a craft which has been pressed into the service because of the inadvisability of securing the Semiramis since she has been turned into a sick ship. The entries are not equal to the former years, although they are not far behind. The race most conspicuous for its absence will be that for dubash boats, the owners of which for some reason or other have refused to take a part in the Regatta. For second class yachts the course will be once round a boat moored off Gull Island, leaving her on the starboard hand, and then round the inner light ship, leaving it on the starboard. The first-class craft will go twice round the same course, leaving all marks on the starboard hand. It is expected that if the light breezes keep up which have been blowing for the past few days the sport will be good. Those invited to witness the races will land from what is called the Commodore's steps, the pier running parallel to Apollo pier and on the right hand side. Proceedings will commence as nearly after two as possible.

[ADVERTISEMENT.]

BOMBAY YACHT CLUB REGATTA.

PROGRAMME.

THE FIRST RACE TO START PUNCTUALLY AT 1-30 P.M.

The Flag-ship and the Second Flag-ship will be moored near each other off the Dolphin Rock.

Yachts and Sailing Boats intending to compete in the Sailing Matches must be at the Rendezvous, near the Flag-ship, not later than half-past 12, and they will take up stations as follows:—

Ships' Boats for the 1st Race—in line extending from the Flag-ship to the 2nd Flag-ship.

Large Yachts for 2nd Race—in line just above the Ships' Boats.

Cutters and Schooners for 3rd Race—in line just above the large Yachts.

Lateen-rigged and Sliding Gunter-rigged Boats for 4th Race—in line just above the Cutters and Schooners.

In taking places in each line, the several Boats will range themselves from No. 1, next the Second Flag-ship, in the order of the published lists—highest numbers in-shore.

Yachts and Sailing Boats must start from moorings of their own. Yards and sails (except head sails of fore and aft rigged vessels) may be hoisted, but no sail to be made before the starting gun fires.

For each Race in succession, the Rendezvous Flag, with the number of the race (in Marryatt's Code) underneath will be hoisted at the fore of the Flag-ship as a signal to make ready, and after five minutes' interval the starting gun will be fired.

Rowing Boats will assemble not later than 3 P.M., and the Boats for each Race in succession will take up Stations in line, extending in-shore from Flag-ship to Dolphin Rock in order of published list. No. 1 next the Flag-ship.

JAMES MENTEITH BREBNER, } Honorary
H. MANISTY, } Secretaries.

SAILING MATCHES.

FIRST RACE [at 1-30 P.M.]—For Ships' Boats of any rig or size. No time allowance for tonnage. Entrance fee Rs. 5.

Course—From Stations at Flag Ship to a Flag Boat moored between Caranja Shoal and Gull Island, rounding it, and leaving it on starboard hand, thence round Inner Light Ship, leaving it also on starboard hand, and back to Flag-ship, passing between Flag-ship and the Second Flag-ship, heading up the Harbour (once round.)

First Prize.....Rs. 75
Second ,, ... ,, 50
Third ,, ... Saves her stakes.

Station.	Vessel.	Boat's Name.	Rig.	Length.
No. 1	"Auckland"	"Stalker"	Cutter	28 feet
	Distinguishing Flag.—Blue Ensign.			
,, 2	"H. M. S. Briton"	"Cutter"	Sprit Sail	18 ,,
	Distinguishing Flag.—White Ensign.			
,, 3	"Tim Whiffler"	"Tim Whiffler"	Cutter	22 ,,
	Distinguishing Flag.—Pendant red and white perpendicular.			
,, 4	"H. M. S. Briton"	"Launch"	Do.	32 ,,
	Distinguishing Flag.—Red.			
,, 5	"May Frere"	"Dewajee Davajeeragh"	Native Lateen	27 ,,
	Distinguishing Flag.—White Flag with harp.			
,, 6	"Scamander"	"Dolly Varden"	Do. do.	26 ,,
	Distinguishing Flag.—Pendant red with yellow fly.			
,, 7	"Calliaq"	"Cutter"	Cutter	24 ,,
	Distinguishing Flag.—Green Flag.			
,, 8	"Scanderia"	"Scanderia"	Sliding Gunter	26 ,,
	Distinguishing Flag.—Red Ensign.			
,, 9	Mr. B.'s	"Girl of the Period"	Do. do.	24 ,,
	Distinguishing Flag.—Orange and Blue.			

SECOND RACE [at 1-45 P.M.]—Sailing Match for large Yachts, viz., the "Augusta" (schooner), "Water Queen," "Sea Queen," "Cinderella," and "Ianthe" (lateen), handicapped. Entrance Rs. 15.

Handicap for 2nd Race.
Course.—Same as for First Race, but *twice* round.

First Prize.....Rs. 150
Second ,, ... 75
Third ,, ... Saves her stakes.

Station.	Vessel.	Rig.	Distinguishing Flag.
No. 1	"Cinderella"	Lateen	Blue Burgee, White Cross.
,, 2	"Water Queen"	Do.	Red and White.
,, 3	"Ianthe"	Do.	Blue Burgee Yellow Lion.
,, 4	"Augusta"	Schooner	Commodore's B. Y. C.

Time Allowance.

	To Cinderella.	To Ianthe.	To Augusta.
	m. s.	m. s.	m. s.
Water Queen allows	10 0	15 45	16 0
Cinderella ,,	.. ..	5 45	6 0
Ianthe ,,	.. ..	.. ..	4 15

THIRD RACE [at 2 P.M.]—Sailing Match for Yachts of cutter and schooner rigs. Time allowance for tonnage according to Club's scale. Entrance Rs. 10.

Course.—Same as for First Race [once round].

First Prize.....Rs. 75
Second ,, ... 45
Third ,, ... Saves her stakes.

Stat.	Owner.	Boat's Name.	Rig.	Ton.
No. 1	Mr. Blackmore's	"Wanda"	Schooner	6
	Distinguishing Flag.—Red Burgee with name.			
,, 2	Captain M.'s	"Lorelie"	Cutter	7
	Distinguishing Flag.—Green Burgee with a Mermaid.			
,, 3	Mr. Taylor's	"Tiney"	Do.	5
	Distinguishing Flag.—Red and White Diagonal.			
,, 4	Mr. Parker's	"Undine"	Do.	8
	Distinguishing Flag.—Blue and Red Burgee.			

Time Allowance.

	To Wandle.	To Tortoise.	To Lorelie.
	h. m.	h. m.	h. m.
Tiney allows	1 0	2 0	2 0
Wandle ,,	.. ..	1 0	1 0

FOURTH RACE [at 2-15 P.M.]—Sailing Match for Yachts of lateen and sliding gunter rigs. Time allowance for tonnage. Entrance Rs. 10.

Course—Same as for First Race [once round].

First Prize .....Rs. 75
Second ,, ... ,, 50
Third ,, ... Save her stakes if six boats enter.

Stat.	Owner.	Boat's Name.	Rig.
No. 1	Capt Robinson's	"Flying Fish"...	Lateen.
	Distinguishing Flag.—White and Red Cross.		
,, 2	Mr. Brebner's	"Scamp"	Sliding Gunter.
	Distinguishing Flag.—Blue St. Andrew's Cross.		
,, 3	Mr. Crawford's	"Syph"	Lateen.
	Distinguishing Flag.—Red Burgee.		
,, 4	Mr. O'Leary's	"Rustom"	Lateen.
	Distinguishing Flag.—Aus. Pendant Commercial Code.		
,, 5	Capt. Henry's	"Psyche"	Lateen.
	Distinguishing Flag.—P. and O. Flag.		
,, 6	Capt. Henry's	"Erin"	Lateen.
	Distinguishing Flag.—Green pierced Harp.		
,, 7	Mr. Corke's	"Olive"	Lateen.
	Distinguishing Flag.—Blue Swallow Tail, "Olive" in white letters.		
,, 8	Capt. Searle's	"Jenny"	Sliding Gunter.
	Distinguishing Flag.—White Burgee, "Jenny" in Blue.		

Time Allowance.

	To Syph.	To Flying Fish.	To Minnie.	To Rustom.	To Psyche	To Erin.	To Jenny.
	m. s.	m. s.	m. s.	m. s.	m. s.	m. s.	m. s.
Olive allows...	3 0	0 0	0 0	0 0	0 0	0 0	0 0
Syph ,, ...	.. ..	6 0	6 0	6 0	6 0	6 0	6 0

FIFTH RACE [at 2-20 P.M.]—Sailing Match for Dubash Boats. No time allowance for tonnage. Entrance Rs. 5.

First Prize.....Rs. 100
Second ,, ... 30
Third ,, ... Saves her stakes if more than four boats enter. Only one entry. No Race.

ROWING MATCHES.

SIXTH RACE (at 3-30 P.M.)—Rowing Match for four-oared Gigs and Jolly Boats, limited to 25 feet over all. Entrance Rs. 5. Not fewer than four boats to start.

Course.—From stations at Flag-ship to a Flag Boat moored about half mile off in the direction of Oyster Rock, rounding it, leaving it on the port hand, and back to starting point.

First Prize.....Rs. 50
Second ,, ... ,, 20

Station.	Owner.	Boat's Name.	No. of Oars.	Length
No. 1	Capt. Irvine's	"Prince Leopold"	4	24
	Distinguishing Flag.—Red, White and Blue Perpendicular.			
,, 2	Capt. Carroll's	"Scanderia"	4	25
	Red with Pyramid in Centre.			
,, 3	Capt. Graham's	"Prince Patrick"	4	25
	Distinguishing Flag.—Red, White and Blue Horizontal.			
,, 4	Capt. S.'s	"Snow Drift"...	4	25
	Distinguishing Flag.—Green Triangular.			

SEVENTH RACE [at 3-40 P.M.]—Rowing Match for five or six-oared Gigs, Jolly Boats, or Ships' Cutters. Entrance Rs. 5. Not fewer than four boats to start.

Course.—Same as for Sixth Race.

First Prize.....Rs. 50
Second ,, ... 30
Third ,, ... Saves her stakes.

Station.	Vessels.	No. of Oars.	Length.
No. 1	H.M.S. "Briton" Whale Boat	5	27
	Distinguishing Flag.—Red Flag.		
,, 2	Capt. Henry's Gig	6	30
	Distinguishing Flag.—Blue Flag.		
,, 3	H.M.S. "Briton" Gig	6	32
	Distinguishing Flag.—White with a Red Cross.		
,, 4	Capt. Carew's "Kathleen"	6	28
	Distinguishing Flag.—White Flag.		

AN ACTION ON A PROMISSORY NOTE.

YESTERDAY Judge Spencer disposed of a case in which the Rev. Charles Gilder sued Mr. J. T. T. Brown to recover a certain sum of money on a promissory note. Mr. Cleary appeared for the plaintiff.

His Honor, in giving judgment, said—The making of the promissory note in this case is admitted, but it is alleged that it is without consideration, inasmuch as it was given for the balance due on a former promissory note which was barred by the law of limitation when the present note was made. Assuming this to be the case, it is no defence. A debt barred may be revived, and is a sufficient consideration for the new promise. But in this case I do not think the old debt was barred when the new promise was made. The former note was payable in the early part of 1866, the present note was made in November 1870, and in the interval, *i.e.* in August and November 1868, the defendant addressed two letters to the plaintiff in which there are clear admissions that the old debt was due. It was then urged that the defendant had obtained the benefit of the Act for the relief of Insolvent Debtors in the early part of the year 1870, and had omitted to insert the former note in his schedule; that the plaintiff, in consequence of this omission, could not have recovered on that note, and could not therefore recover on the renewed note. If the old note had been omitted from the schedule at the express request of the plaintiff or with his privity, the plaintiff, no doubt, could not have sued on it, and probably not on the present note which was given in renewal. But there is no allegation that the debt was omitted from the schedule by any agreement with the plaintiff; on the contrary the defendant says he omitted it because he believed it was barred. In this he was mistaken. With the privity of the creditor, I understand to mean something more than mere passiveness in failing to ascertain that his debtor, when he applies for the benefit of the Act, has not omitted the debt from his schedule. A creditor may, but is not bound to, prove against the insolvent's estate. The plaintiff is entitled to judgment.

THE "SHIP IN DISTRESS!"

IF any of our readers have been alarmed by the paragraph we published yesterday about the vessel in distress, and have already painted on their imaginations the picture of a ship going down head foremost, the boats putting off overcrowded with their crews, and the rising of

"From sea to sky the wild farewell."

we hasten to soothe their feelings and ask them to oblige us by rubbing the picture from their minds, for unless a lady can be called a ship there was no vessel in distress whatever. We are mysterious perhaps, but we will explain. In Kennery lighthouse lives a lighthouse-keeper, and this lighthouse-keeper would probably find the duty of trimming the midnight oil as dreary as the prisoner of Chillon's contemplation of his footsteps were it not that he is solaced by a wife. Now, Nature will assert herself even in a lighthouse, and on Monday night the lady was taken suddenly ill. There was no help at hand, and apparently no means of getting it, for Kennery is seven miles from Bombay and the harbour deep doth run between. But a happy thought occurred to the son of Pharos. Shortly after midnight he stalked along the dangerous rampart, bounded on one side by prickly cactus and on the other by frightful boulders, excitement guiding his hurried steps over that three-quarters of a mile as safely as the power that hovers round somnambulists. He reached the alarm gun; he loaded it; and he fired six shots, whose heavy booming in the stillness roused many a sleeper in Bombay to ask the question what was wrong. The lighthouse-keeper deemed that this would fetch a boat to his island, with mayhap a doctor in it. But the lady's case apparently became more critical. So at three o'clock the lighthouse keeper sallied forth again, loaded his big gun desperately, and fired four more shots in the direction of this city of unsympathising sleepers. Then the lighthouse at Colaba had its say, and two heavy charges were banged off to keep the Kennery cannon company. We do not suppose the Colaba gunners knew the nature of the sweet domestic occurrence they were assisting in, but we fancy all the noise must have been effectual one way or another, for yesterday forenoon a boat from Kennery contained a messenger, whose message was to fetch an ayah and a nurse. And this was what all the thunder of artillery was about, and there was no ship in distress—unless, as we have said before, you reckon a lady a ship; and if you do, then you are bound to hope with us that after so many danger signals she will anchor safely with her little craft in tow.

THE MOHURRUM HOLIDAYS.

WE have heard of apprehensions that the Mohurrum holidays will not pass over without a serious disturbance, and precautions have been taken not only among the military but the native lascars, who are not to be permitted to come on shore to-night. On Monday night the police had a few skirmishes, and to-night there may be more brushes with the lowest of the lower class of Mahomedans. But beyond this, we understand that those who are in a position well able to judge do not anticipate any general rising, as has been hinted at. To-night the Mahomedans will march in procession with their taboots, and to-morrow they will immerse them at Boree Bunder, but Mr. Vincent and Mr. Souter are understood to have made complete provision for restraining the religious frenzy of the processionists from overturning the public peace.

INDIAN ITEMS.

BENGAL SOCIAL SCIENCE ASSOCIATION.—The annual meeting of the Bengal Social Science Association was held at the Town Hall at 4 P.M. on Thursday last. There was a very large audience, upwards of a thousand persons being present. His Excellency the Viceroy and Lady Napier, His Honor the Lieutenant-Governor of Bengal, His Excellency the Commander-in-Chief, the Hon. Mr. Justice Phear, and several of the leading members of the native community, graced the meeting with their presence. Dr. Joseph Ewart, the President of the Association, delivered a very able and eloquent address on the subject of education, and was followed by Baboo Keshub Chunder Sen, who addressed the meeting on the subject of the reconstruction of native society.—*Indian Daily News.*

THE CALCUTTA MASTER ATTENDANT'S OFFICE.—Since the formation of the River Trust, considerable reductions in the Master Attendant's Office have been made. Rumours are afloat that some further changes are in contemplation by the Supreme Government. It is said that the last mentioned office is to be amalgamated with the Dockyard, and that the Master Attendant is to be the head of the two amalgamated establishments, probably under a different designation and on a reduced pay of Rs. 1,500, the present salary of the post being Rs. 2,000 per mensem. It is also rumoured that the Pilot Establishment is to be transferred to the Port Commissioners, and that the system of granting the usual percentage to the officers of the pilot service is to be done away with. A fixed salary is to be allowed to them.—*Ibid.*

THE SALT MARKET.—The official report on the salt market for the last half of the month of February shows that 117,981 mds. of Pangah, 16,333 mds. of Foreign Kurkutch, and 37,000 of British Kurkutch, were imported, and 199,004 mds. of Pungah, 13,897 mds. of Foreign, 30,941 mds. of British, and 25,728 mds. of Jedda Kurkutch, taken delivery of. The selling prices per 100 mds. were: for Pungah Rs. 47 on boardship and Rs. 44 in bond, for Foreign Rs. 55, for British Rs. 54, and for Jedda Rs. 72. The stock in

is 46·8 cwt.; this does not include the two limber gunners. Doubtless *in time* we shall give up the pernicious system of mounting our light field battery detachments upon the ammunition waggons. I shall therefore add 42 stone weight on account of two men carried on the gun limber and two upon the gun carriage axle; 64 lbs. also must be included for the four rounds of case stowed thereon; this brings the weight behind team up to 46·5 cwt., or 5,208 lbs. Applying the Prussian calculation, we find the two front horses in a team of eight draw only 5/18, or somewhat less than one-third what the wheelers draw. And in the new 16 pounder

Each wheeler draws	976 lbs.
Each horse in next pair	816 ,,
Each horse in third pair	542 ,,
And each front horse	271 ,,

In the last edition of Wolseley's *pocket-book* for *field service*, each horse is calculated in the horse artillery to draw "about 588 lbs.;" and in light field batteries "about 672 lbs.;" no distinction is made between near and off horses; but admitting this estimate for the near horses, we can hardly avoid the conclusion that in the new gun the near wheel horse carrying a driver 10½ stone weight, is certainly overtaxed at 976 lbs., while each front horse draws, it would appear, 401 lbs. or 3/4 cwt. within the limit. I fear to trepass farther on your space and on the patience of your readers, but I hope the foregoing remarks may draw such attention to this matter as it deserves. Considering the unwieldiness of a team of eight, the increased difficulty in driving in it, the great additional length it must cause in columns of artillery, the waste of horse-power in front, and that the risk in action, of the team being temporarily disabled, is increased in the proportion of 4 : 3; bearing also in mind the very great increase of expense, which, unless corresponding efficiency is proved, every friend to the artillery service should deprecate—I say, if we bear all this in mind, it will to many seem questionable whether it would not be better to work always with six horses to each gun, and to have on service a fourth pair in attendance to relieve the wheelers when required. There is a tendency now to rather over-horse batteries in marked contrast to continental organization of horse and light-field artillery. The Russian, French, and Austrian 4-pounder batteries of horse artillery, corresponding to our 9-pounder batteries, have teams of four horses for each gun, while we have six horses not only for each gun, but also for the waggons. There seems no reason for keeping up that number for the waggons in the horse artillery, as they never manœuvre with the guns; and when the evil practice of mounting the gunners of light field batteries on the ammunition waggons (a system that should have been abolished from the date of Sadowa) is discontinued, there will be no necessity for more than four horses in these waggons; but better still, perhaps, would be a complete modification of our waggons into simple ammunition carts without limbers. The necessity of keeping under the altered condition of infantry and artillery fire, only a limited quantity of ammunition up with guns in action, and of being able to quickly replenish it, has not as yet been sufficiently provided for. In truth our entire system of field artillery tactics—formed as it was upon the old cavalry and infantry drill—requires alteration. Where we were thirty years ago, before rifled artillery was dreamed of—nay, where we were sixty years ago, there, as regards field artillery tactics, we are still. There is no branch of the service that would benefit so much as our field artillery by following the advice given in 1859 to the Prussian officers by Prince Frederick Charles, viz., to "learn how to detach themselves, in time of war, from the routine of the drill ground."

CEDRIC.

THE MAORIS.

[FROM A CORRESPONDENT OF THE "SPECTATOR."]

November 6, 1871.

I believe there is a prevalent impression that the Northern Island of New Zealand is a possession of the British Crown. I cannot quarrel with those who think so, for I shared the general delusion till very recently. Having now visited the country, I find that Queen Victoria's rule is acknowledged by the European settlers who live in a few sea-ports, and in certain strips of land, mostly along the sea coast. But three-fourths of the country is owned by Maoris, who sometimes, mostly in consideration of money payments, acknowledge the Queen's suzerainty, but often claim and maintain absolute independence. If these lines are read in New Zealand they will probably provoke angry denial, for the colonists do not like the secret of their weakness to be discussed. I will, therefore, give some practical illustrations of what I mean. Between Auckland and Wellington, the New York and Washington of the Northern Island, there is no high road, no mail, no telegraph, and no free communication. The natives have stopped the mail wherever it was established, forbid roads to be made, and generally turn back messengers or travellers. You have perhaps read that a large district was taken from the rebels. Part of this has actually been settled; but the surveyor who went up to lay out the remainder was warned off by the natives, and murdered when he would not desist. The Colonial Government is powerless to exact vengeance; and in the opinion of many persons has already condoned the murder by renewing friendly relations with the hostile tribe.

I have said that there is at present no telegraph between Auckland and Wellington. Negotiations have, however, been going on during the last month between the Colonial Government and the Maoris, and it seems that this difficulty has been partially overcome. By a fortunate accident I was present at one of the conferences between the representatives of the Wellington Government and the Maori chiefs of the Ohinemuri district, through which the telegraph wires ought to pass. These chiefs represented the two different and slightly discordant interests that divide the native race. One section, the true owners of the soil, were in receipt of rents from the Thames gold-fields to the amount of £8,000 or £10,000 a year; and a prudent regard for this property keeps them from open hostility to the wishes of Government. They accordingly let the burden of opposition devolve on the representatives of another tribe, who, I am told, are mere squatters in the district. One of these argued his case with great ability. "What you are asking," he said, "is not much in itself, but it carries everything with it. To-day you want only a telegraph; next you will apply for a mail; then for a road; then perhaps for a railroad; and then Ohinemuri, which is my land, will be pierced, and you will flock in to open up the gold-fields. We have everything to lose by granting your request, and absolutely nothing to gain. We never want to send telegrams, and if we did, few of our people have money to pay for them." Observe, this was not a mere question of giving valuable consideration. The New Zealand Government is quite prepared to pay for the use of the land; and the natives, with great sagacity, while at last allowing the wires to be put up, have refused to take any payment, and intimate distinctly that the whole thing is to be on sufferance. They could, if they chose, cut it at any moment, if they are so disposed. What they object to is the increase of political strength which the English race gains from improved communication. To have set aside this objection even partially is considered a great diplomatic triumph; and I believe is due chiefly to the singular tact and ability of the native chief.

Let me give now my own brief experience in a fortnight's tour. I wanted to get by land from the Thames to Tauranga. Through the kind intervention of the native agent I succeeded; and the fact that leave had been given was considered important enough to be telegraphed to the Auckland papers. I wished to have travelled to go direct from Rotorua to Cambridge. A native guide offered to take me, but said that the journey of sixty miles would occupy five days, as I must stay two or three days in a Maori "pa" on the road, to conciliate the natives and obtain leave. This did not suit me, and I elected to take a more circuitous route from Tauranga to Cambridge. Being known as a stranger in the island and having a half-caste guide, I was allowed to pass. But it is always uncertain whether one will not be turned back or detained on the road. Where they are very conciliatory, the natives stop you on the professed ground that the road is dangerous, that there is a bad ford or a hostile settlement further on, and that they do not wish to be blamed if a mischance happens to you.

So it is rash to predict that this state of things cannot last. On the one hand, there is a constantly decreasing native population, scattered thinly over the interior of the country, and unable to use a hundredth part of the lands it is shutting up. On the other hand, is a steadily increasing European population, who want land and roads to connect their farming districts and towns, and whose imagination has been fired by the belief that alluvial gold in large quantities is to be found in the parts shut up by the Maoris. Peace is maintained at present because the public men of New Zealand know that the London money market would be closed to them if another war were to break out, and see that if they can only bide their time, the country will become their own by mere dying out of the inferior race. But it is not always the wisest policy that prevails. Many colonists believe that the Ohinemuri gold-field could be rushed by the Thames miners, or that a ship sent to shell Kawhia would extort any possible concessions. The strong feeling on this subject which crops up now and again in bad times found vent last year in incendiarism in Auckland. Another Maori war seems to me not a remote possibility, though I am sure the Colonial Government is honestly doing its best to keep it off.

The chances of the natives in such a contest are very difficult to calculate. Their numbers are variously reckoned at from 30,000 to 100,000. The official estimate is a little above the lower number. I have inquired in every direction, and believe the truth to be between the two estimates, but on the whole, nearer to the high. If so, and if we assume them to be united, they could bring from 15,000 to 18,000 fighting men into the field. I doubt if the Northern Island, excluding the worthless population, could muster as many as 6,000 against them. The Maori is no despicable foe. In physique he is rather superior to the average Englishman. In strategy he has more than held his own against the English Generals who have been opposed to him. The Maori system of war, by which chief and followers discuss the plan and all the eventualities of a campaign for perhaps a fortnight before they take up arms, is one that develops the intelligence of the meanest soldier. The wooded and intricate country lends itself to defensive operations. Our troops left New Zealand beaten and demoralized. "We like your red-coats," said a chief to my informant; "they never do us any harm," and the sarcasm was unpleasantly true. But the natural expectation that when the English army was withdrawn the Maoris would conquer back the island failed none the less. It soon appeared that the natives had suffered crushingly from famine and disease, and the colonists, under better leaders, displayed an unexpected energy and tenacity. So the war closed by natural collapse, and on the whole favourably for the English race, who were able to confiscate patches of land here and there. Yet the natives do not consider themselves beaten. With few and slight exceptions, they were never defeated except by a superior force; and their most formidable opponents were men of their own race in our pay. A closer union among themselves, such as an unjust attack upon a portion of them might produce, might entirely change the issue of the next war. I do not say that I think the Maoris likely to win permanently if hostilities are resumed. The odds of numbers, science, and wealth, are terribly against them. But I think they will die hard, and that a fresh war will retard the fortunes of the island for years to come.

It is a melancholy thing to see so noble a race gradually perishing. Contact with the white man seems everywhere to be deadly to the coloured. We have broken down the authority of the chiefs, and the results have been vice and sterility among the women. Here, as everywhere, ardent spirits have sapped morality and health. The mere use of clothes, worn wet and worn at all times, seems to be pernicious; the potato is said to be a bad substitute for the fern-root. On the other hand, all the supposed benefits of intercourse with a civilized people have proved illusory. Christianity has been generally abandoned; and heathen images, obscenely carved, are reappearing in the village council-halls. Some years ago there were many men who sowed wheat or owned mills or boats. It is said that these experiments failed through the communistic feeling, and that a man found, in proportion as he created property, that his neighbours flocked in to share it. This one thing certain is that these industrial occupations have been suspended. The present fashion among the Maoris is for card playing. But the old savage instincts are reappearing. A Maori will point out to you with a laugh the site of a ruined pa whose defenders were eaten, or will vow that he himself never eat sweeter flesh than a man's, and dwell with particular satisfaction on the recollection of the picking between the fingers. The sensible among them know that they have nothing to hope from war. They confess that a doom is on them, and that they are dying out like the Moa. They admit that their children may live peaceably among the white men without dishonour. But for themselves, who remember the time of national independence, when the Englishman only came among them on sufferance, war, they say, is the natural condition. Such a state of mind is at least dangerous.

A TRAVELLER.

BISHOP PATTESON.

TO THE EDITOR OF "THE TIMES."

SIR,—An appeal from the Secretary of the Society for the Propagation of the Gospel has appeared in the newspapers, inviting subscriptions for a memorial of Bishop Patteson. The subscriptions were intended to supply a new ship for missionary purposes, and to build a church in the Norfolk Islands. I saw the advertisement by accident. Many of my friends never knew of it till I told them. No list of subscribers has as yet been published. I have waited from day to day and from week to week in the hope that some one better qualified than I feel myself for such a task would speak; but I cannot any longer repress a feeling of regret that this memorial should not from the first have assumed a broader and truly national character. Surely there are men who, with the deepest eloquence of the heart, could have told every man, and woman, and child, what England has lost in the death of that true-hearted son of hers—Bishop Patteson. His death was a great national loss, it may become an even greater national gain and blessing. As a national loss it found its place by right in the Queen's Speech; as a national gain it should be marked by a truly national thanksgiving or thanksoffering.

Patteson was an Eton boy: let the boys of Eton show how they loved him, and love him still.

Patteson was an Oxford man: let the men of Oxford show that they were proud of him, and are proud of him still.

Patteson belonged to Balliol and Merton: let these Colleges show that they feel the honour which his name will ever reflect on them.

Patteson belonged to the Established Church: let Bishops and curates show their gratitude for one who has added a new English name to the noble Army of Martyrs.

But Patteson belonged, in his whole character, by his heart and his mind, in his life and his death, to England: let England show that she knows how to honour her sons who have honoured her and raised her high in the eyes of the whole world.

Eastmon himself, no doubt, would have said that he had simply done his duty, and that England possessed hundreds and thousands of men who would have lived his life and died his death. It may be so; but it is not right to say so. True Patteson was not a man who struck his friends as exceptional, and as marked out for an historical career. When I knew him at Oxford he was a hale, honest-looking, hard-working young fellow; always among the first, yet never envied; full of enthusiasm, yet never obtrusive; a man of strong convictions, of strict and even narrow views, yet never impatient, never overbearing, never uncharitable. I saw him last at Dresden in 1853, revelling in the treasures of ancient Italian art, working hard at Hebrew, Arabic, and German, and delighting in all that the best minds of modern Europe could supply in literature, science, and art. I then thought I saw in him the future accomplished Dean or Bishop. But when I heard of him next, his letters were dated Longitude and Latitude, from some unknown island in the Pacific Ocean. There he has been and has worked ever since, determined from the first never to return to England, however strong the ties that bound him to those he left behind. His life had become a devoted life, devoted to one great object—the laying the foundations of a Christian future among the races of the Melanesian Islands.

Yet, devoted as he was to his work in that new world, he did not become estranged from the library and scientific interests of his old home. His correspondence with me was chiefly on philological subjects. He had a genius for languages, and felt a deep interest in the great problems connected with the science of languages. His library will be found well supplied with the best books on comparative philology. Even Sanskrit grammars he asked to have sent to him, because he felt that a knowledge of that ancient language was essential to every true scholar. Every one of his letters deserves to be published, and I cannot resist the desire to give at least a few extracts.

In 1857 he writes—

"In almost all cases the natives are friendly; where they are not well disposed, it is owing to some outrage previously committed upon them by some whaling or trading vessel. We two (and the Bishop of New Zealand) have been among large cities of them, stark naked, armed with clubs, bows, and arrows, with perfect security. They are most docile, gentle, loveable fellows."

In 1866 he writes—

"All that I can do is to learn many dialects of a given archipelago, present their existing varieties, and so work back to the original language. This to some extent has been done in the Banks Groups and in the eastern part of the Solomon Islands. But directly I get so far as this I am recalled to the practical necessity of making my knowledge of the several dialects rather to make known God's truth to the heathen than to inform the literati of the process of dialectic variation. Do not mistake me, my friend, or misapprehend me of silly sentimentalism. But you can easily understand what it is to feel, 'God has given to me, and to me only of all Christian men, the power of speaking to this or that nation;' and, moreover, this is the work He has sent me to do. Often, I do not deny, I should perhaps like the latter better. It is very pleasant to whirl my reverend class to spend the time with Sir W. Martin, discussing some point of Melanesian philology. But then my dear lads have lost two hours of Christian instruction, and that won't do.

"The last season I have had some three or four months, during which I determined I must refuse to take so much English work. So I sat and growled in my den, and, of course, rather vexed people, and perhaps (for which I should be most heartily grieved) my dear good friend and leader, the Bishop of New Zealand, felt a little hurt. It is very pleasant to whirl my reverend class of Pharases in as many dialects to show the mode of expressing in those dialects what we express by adverbs, prepositions, &c. It is, of course, a very difficult part of philology, particularly for a stranger to find out. I also printed three (and I have three more nearly finished in MS.) vocabularies of about 600 words, with a few native scholion on each word. The mere writing (for much was written twice over) took a long time. And there is this gained by these comparative vocabularies of dialects. These are, with more exceptions, it is true, than I intended—the words which crop up most readily in a Melanesian mind. Much time I have wasted, and must waste, with others from wanting, in trying to force a Melanesian mind into a given direction into which it ought, as I supposed, to have travelled easily enough, but which, nevertheless, it refused to follow.

"What is perhaps of consequence is to be able to show that the languages of the whole Pacific, though I know but little of the Malayan dialects, prove the same mode of thought to prevail everywhere. I am satisfied, if there could be found a man to do it, it might be proved that all the languages of the Pacific belong to the same family, so as to oblige a candid man to acknowledge that it is so. I care little comparatively for identity of words, and someiow in my limited field I do not quite see why so much importance should be given to the identity of numerals as you think right. . . . But the grammatical structure of these dialects, where none but a very close observer of many dialects can detect any similarity in the words, is invariably indicative of a real affinity."

Such was the man! No doubt, but for his death, he might have passed away as a hardworking, meritorious, but almost unknown missionary. There are many great and good men—it may be, as great and good as he was—who pass away unnoticed by the world. But that is the very reason why we should be ready to recognize and honour the man who himself looked for no recognition and no honour, but who, as by a terrible flash of lightning, was suddenly revealed to us by his death in all his grandeur and human majesty. It is well that we should know what stuff there may be unknown to us in the men whom we meet in common life, living their allotted work steadily and quietly, but carrying in their breasts those lion hearts which neither ambition nor love of ease, neither danger nor death, can force one inch from the narrow path of duty.

To have known such a man is one of life's greatest blessings. In his life of purity, unselfishness, devotion, and truth, in a higher world, those who have eyes to see may read the best, the most real *Imitatio Christi*. In his death, following so closely on his prayer for forgiveness for his enemies—"for they know not what they do"—we have witnessed once more a truly Christ-like death.

As we look back into the distant past, when there was as yet no Rome, no Athens, when Germany had not yet been discovered, when Britain was but a fabulous island, nay, when the soil of Europe had not yet been trodden by the harbingers of the Aryan race, may we not look forward, too, into the distant future, when those "Islands of the Black Islands" of the Pacific shall have been changed into bright and happy isles, with busy harbours, villages, and towns? In that distant future, depend upon it, the name of Patteson will live in every cottage, in every school and church of Melanesia, not as the name of a fabulous saint or martyr, but as the never-to-be-forgotten name of a good, a brave, God-fearing, and God-loving man. His bones will not work childish miracles, but his spirit will work signs and wonders by revealing even among the lowest of Melanesian savages the indelible God-like stamp of human nature, and by upholding among future generations a true faith in God founded on a true faith in man.

To have carried but one small stone to the cairn which is to commemorate this great and holy life should be a satisfaction to all who knew Patteson, a duty to all who have heard the name of the first Bishop of Melanesia.

M. M.

MARAVILLA COCOA.—Opinions of the Press.—"Those who have not yet tried Maravilla will do well to do so."—*Morning Post.* "It may justly be called the perfection of prepared Cocoa."—*British Medical Journal*

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THE TICHBORNE TRIAL.

MONDAY, FEB. 12.

(*Daily Telegraph*, Feb. 13.)

The effect of the adjournment of the case from Thursday to Monday appears to have been a revival of public interest in its progress. The crowd assembled around the door of the Middlesex Sessions-house was unusually large, whilst the interior of the building was inconveniently crowded. Amongst those present on the bench during the day were Lord Ebury, Sir John Pakington, the Dean of Westminster, and Lady Augusta Stanley, and several members of the House of Commons moved in and out during the afternoon. In resuming his speech for the defence, the Attorney-General, before beginning the recital of the wreck of the Bella, as detailed by the claimant, recapitulated the results of the Melipilla evidence as contended for by him at the previous sitting of the Court. The description of the Bella as given by Messrs. Vining, the owners of the ship, was then read, and the claimant's account designated as preposterously absurd. Considerable amusement was caused among the audience by a curiously ambiguous remark made by the Attorney-General, to the effect that the Messrs. Vining had no more to do with the case than the gentlemen of the jury themselves. The explanation was obvious: he meant, of course, so far as material interests were concerned. The statement of the claimant that there was 12 feet of water in the hold of the Bella before it was discovered that she had sprung a leak—she being a ship with a draught of only fourteen feet and a half—was characterised as too ridiculous to be believed for a moment. Notwithstanding that, provisions were obtainted out of the hold, and bedding and other articles escaped out of the cabins. Nothing, it was urged, could be more improbable than that when the small boat and the longboat were put out they were able to keep at such distances from each other, that every morning and every evening those in the one were able to get supplies from the people in the other. The technical objection of Mr. Serjeant Ballantine against the production of the letter of Messrs. Vining to Mr. Hopkins was noted, and the inference left to the jury by the Attorney-General, who, manifestly keeping in view the experience of Wednesday last, that, if he could, it himself he might get the Rector; at the State establishment at Kiel into a scrape. The account of the rescue by the Osprey, as described by the claimant, was then related, and its improbabilities pointed out. Twelve shipwrecked men had gone on board the Osprey, but there was no trace, however slight, of that occurrence. Though the case now engaging the attention of the jury had been under discussion for several years, no fragment of evidence to confirm the extraordinary story had been forthcoming. Not all those who had been on board were not dead, or had not gone into such remote retirement that they would not see an account of the case in some newspaper. It had been represented that no notice was taken of the arrival of the Osprey on account of the confusion which prevailed during the gold fever in 1854; but it was not true, contended the learned counsel, that the gold fever was at anything like its height at that time—it hardly had then almost entirely passed away. It was forcibly contended by the jury that the names suggested by the claimant as those of the crew of the Bella and rejected by the Messrs. Vining, were not in the list which those gentlemen possession; they were, however, in the list of the crew of the Addiscott, with which Roger Tichborne could not have been acquainted, but which was, unquestionably, known to Arthur Orton, who went out in her in charge of some Shetland ponies. Approaching the claimant's statements about 600 words, which were put down by the claimant about the name of the ship by which he was rescued, he said he would show that one fraud was followed by a second, and that being found out was succeeded by a third, which would be shown to be equally unfounded. He first mentioned a British ship called the Osprey, then a ship named Themis, then an American ship called Osprey, and after that he told Gibbes in Australia that he was picked up by a vessel named Osprey. It was discovered, probably from Lloyd's List or the *Melbourne Argus*, that an Osprey, from the Clyde, had arrived at Melbourne in the end of July, 1854. What, asked the Attorney-General, was the tonnage of this vessel, which, according to the claimant's showing, was larger than the Bella? The fact that she was only 66 tons burthen was brought forward as a refutation of the statement that the ship by which the Bella's crew were picked up was much larger than that ship herself. As a fact, the Osprey had touched at Table Bay; if she had picked up any ship-wrecked sailors, she would surely have landed them there or at the Cape of Good Hope. There was not, he contended, a vestige of testimony to show that the Osprey carried out any passengers, as conveyed in the evidence given on the other side. Before the claimant ("Jones") was called into the box, it was found that the Osprey, of 66 tons, would not suit his case, and so it was put forward on his behalf that it was another Osprey which had picked him up. This, it had been stated, was a ship from America, the northern and southern ports of which defendants were left to seek for the sake of discovering the vessel by which claimant had been rescued. The changes claimant's mind, as shown by himself, underwent in the course of his evidence were considered to show the recklessness with which he made assertions—so as to fix him to them irrevocably, as most people would think—and then rejected them one after the other. Another particularly to the American Osprey, he said that there really was no such ship in Melbourne in 1854. In that year, however, a Geelong ship named the Osprey, which had been wrecked in Houtis Bay, was brought to Hobson's Bay, but could not be possibly connected in any way with the vessel of which the claimant spoke. Messrs. Liardet and Son certainly had spoken of an American Osprey, but from the dates they had given this could not be the ship mentioned by the claimant, and in this matter the date was the most important consideration. Claimant had fixed the date in 1854; Mr. Liardet, sen., was doubtful about it, but his son had fixed the date at the time when Sir Charles Fitzroy gave up the government of New South Wales, and sailed out of Port Jackson. That was on the 27th of January, 1855. The case of the American Osprey, therefore, fell to the ground. The usual hour for ending the sitting having arrived, the Attorney-General said that if his address did not conclude on Thursday he would ask the Court to adjourn from the afternoon of that day until Monday morning.

TUESDAY, FEB. 13.

In resuming his speech on the wreck of the Bella and consequent circumstances yesterday, the Attorney-General repeated that it could not be true that the crew was picked up by the American Osprey, as related by the claimant. Furthermore, the Geelong Osprey could not, even on the showing of the other side, be identical with the vessel fixed upon by the claimant as being that which had rescued him when shipwrecked. The evidence touching this matter was then reviewed, and amongst his observations on this part of the case the learned gentleman wished it to be understood that, in criticising the testimony to which he was referring, he was willing to admit that some of the gentlemen whose words he would have to quote had given their support to the claimant's side with perfectly honest intentions. His duty, however, would be to demonstrate that it was inconsistent with the claimant's representations as regarded dates, which, he again impressed upon the jury, constituted, in this division of the subject, the most important consideration. He then humorously alluded to the evidence of Mr. Sharpin, who was heralded as a diocesan architect, but whose name was connected professionally with only one addition to a building—the only projects not having reached completion. Witness, said the learned gentleman, continuing in the same vein, had been on board the Comet with the claimant, and had recognised him at the Grand Stand on the Derby and the York Races, considerable assistance having been afforded in the identification by the aspect of the claimant's back. The evidence of the witnesses as to identification ceased in addition to a building—while the circumstances attending the loss of the Geelong Osprey, of which frequent mention had been made. An extract from a letter inserted in the *Times* last month, in which was told the story of the wreck of a ship called the Osprey, and lest these details might by any chance have affected the judgment of any one, he called attention to them, dismissing them with the observation that the correspondent evidently referred to a ship which was employed on a voyage, not from Australia, but from Hobart to Philadelphia. Summing up the Bella and Osprey case, he dwelt on the improbabilities of it as shown by the absence of any written record or the testimony of any witness to confirm it, and characterised as incredible and absurd. He again designated as frauds claimant's equivocations about the ship by which he was rescued—frauds, said the Attorney-General, emphatically, to which others had given birth. The Australian case was next approached, the Attorney-General commenting with the observation that if the claimant were recognised by any one as having been in Australia before 1854 he could not possibly be Roger Tichborne, inasmuch as Roger could not have arrived there before the autumn of that year, which, even if it could be proved that claimant had not assumed the name of Castro until 1859, he reminded the jury that as to rebutting the defendant's case by evidence, claimant's mouth was closed, and he could not answer by the insinuations and contradictions he had adduced could be met by argument. It had been said in some quarters that in his unusually protracted address he was only explaining the claimant's case, and he added, with an expression of irony, that he could not do so in any more masterly or lucid way. He then sketched the claimant's travels through Australia, observing that in the account of them, for some reason or other, he had made the distances in almost every case double what they really were. His wanderings and the movements of Arthur Orton were then contrasted, the Attorney-General saying that he agreed with Mr. Gibbes that the "two are running very close to be comfortable." It had been discovered that Orton and a man named Alec had been tried for horse stealing, and it was announced, with amusing solemnity, that Alec's full name was Alexander Archibald, had been deprived of life by hanging. It was then noted that Arthur Orton and Thomas Castro had never been seen in Australia together, but that one person had been identified as bearing the two names at different times. The different photographs put in in the case were then considered and their peculiarities examined. The evidence of Kemis, which, of all that taken before the Australian Commissioners, was most to the claimant's side, was criticised, and it was contended that his testimony was completely demolished by that of other respectable and trustworthy witnesses. Claimant, according to his own repartee whilst in the box, showed that he placed great dependence on the evidence of Arthur Hulton, who, after all, proved only that he had known the claimant as Castro; but that the latter was not known in previous years as Arthur Orton could not be maintained. It was imperative on the claimant—was, in fact, the cardinal point of his case—to give convincing testimony that whilst he was in Gippsland he bore the name of Castro, but up to the present every attempt to prove that had unquestionably failed. The Court adjourned shortly before four o'clock.

GERMAN ARMY AND NAVY.

(FROM THE "TIMES" PRUSSIAN CORRESPONDENT.)

BERLIN, FEB. 17.

Owing to the impending increase of the French and Russian armies, this year's recruiting in Germany will be somewhat more stringent than usual. In ordinary times it is well known only 40 per cent. of those liable to serve are actually enlisted, the remainder being either temporarily or wholly absolved on the ground of incapacity. Of the young men thus exempted, at least one-half may be regarded as fit for service, and, indeed, must expect to be called out in an emergency. Henceforth this numerous class will not be so leniently dealt with. The age, you see, is becoming more and more metallic, and the immense strides in money-making are accompanied by a corresponding predilection for iron and cold steel. However, there is an advantage connected even with this innovation. As no more than one per cent. of the population may be legally kept under arms, increased recruiting implies a shortening of the service for the individual soldier. Short service being thus made practicable, it is to be hoped the military authorities will remember this hereafter in paceful times. As to the conscription being made more general, that does, indeed, seem to be necessary. The French army, under the new scheme, will be 630,000 men strong, and be doubled in 12 years. Austria has at least as many ready for immediate action. Russia will have 1,600,000 men in 1883, and, owing to the rapid development of her railways, expects to exercise an incomparably greater pressure than ever before. That pressure, in fact, will begin to be felt as early as next autumn, when the Kiev-Brest line will be opened for traffic. This is the last line of great strategical importance that remains to be constructed in the European provinces. It effects a direct communication between the South and the West of the monarchy—in other words, between the strong armies Russia, in any European war, is obliged to station in Poland and somewhere near the Podolian confines. Hitherto these two bodies of troops were separated from each other by immense distances and a swampy country, without practicable roads. That the Moscow-Warsaw Railway, the other great *desideratum* of Russian strategists, was completed a short time ago has been already noticed in your columns. So the 130,000 recruits of Germany are supposed to be no longer enough; she must needs have 190,000 or 140,000. A country situate in the midst of so many military States owes it to itself to be cautious. The forces at the immediate disposal of the Berlin Government may be estimated at a million of men—a figure easily computed by adding the 700,000 on French soil at the conclusion of peace to the 250,000 at that time kept ready for service in Germany. Large as this total appears, it was small in comparison to the numbers mobilized by the French, the total of the troops equipped by the Imperial and Republican Governments amounting to at least 1,500,000 men, of whom no less than 963,000 were prisoners at the end of the campaign. The entire loss of Germany in the campaign has been lately ascertained as something like 180,000 men, rather more than one half of whom are invalided.

To complete this sketch of the military forces arrayed against each other in time of peace, no less than in war, I will append a few facts concerning the present state of the German navy. There are 6,000 sailors serving at this moment, who may be reinforced to 9,000 trained and fully exercised men, if required. Six thousand more sailors of the mercantile navy are of an age rendering them liable to serve in case of war. This makes a total of 15,000, which is considerably in excess of what the latest war-ships are likely to want. In addition to this, there is the necessary complement of artillery-men, engineers, and coastguard detachments. It is, perhaps, not uninteresting to observe that the new ships are being built all of them here and in this country. The North German Shipbuilding Company at Kiel has just completed the tug Boreas. The imperial wharf at Danzig a few weeks ago launched the corvette Ariadne, and is building the corvettes of the Louise, Freya, and Thurnelda, and the cuirassed frigate Hansa. At the Government dockyard of Wilhelmshaven they are busy finishing the cuirassed frigate Kaiser; at the State establishment at Kiel the Friedrich der Grosse, a vessel of equally imposing proportions, is rapidly approaching completion; while the Barbarossa, the last in this iron-cased trio, is in the hands of the Vulcan Company at Stettin. The engines for all these vessels, varying between 900 and 5,400 horse power, are likewise being made in Germany; some by the Vulcan Company, but most by Eggels at Berlin. Two more cuirassed frigates, the Metz and the Sedan, are being constructed in England; so that the German navy will receive an addition of five first-class vessels in the next four years. To guard against contingencies, two diminutive Monitors have been or are to be ordered for the Upper Rhine. Germany is considered to have but a few years as the Berlin Government were in the habit of receiving all their large men-of-war from your side of the water, one is forced to admit, in view of these results, that the energy displayed by General von Roon in the army department did not prevent his bestowing a due amount of attention on the fleet. No wonder that the double task imposed upon him has at length become too much for the doughty general, and that he has recently resigned the naval department, which is now in the hands of an equally competent officer, General von Stosch.

The Ultramontane party at Rome are making the greatest exertions to induce the Pope to leave Rome, and thereby, as they hope, bring on a rupture between Italy and France. Their strivings deserve to be mentioned, not because they are likely to lead to anything, even were the Pontiff to listen to such bad advice, but because they are a curious proof of the unremitting zeal with which the remodelling of the world generally is being pursued by these hot-headed reformers. Prince Bismarck has just prepared a disagreeable surprise for Cardinal Antonelli. The Cardinal, in a letter to the Bishop of Strasburg the other day, gave it as the opinion of the Pope that, Alsace and Lorraine having changed hands, the Concordat between the French and Roman Governments no longer applied to the ceded territory. This Concordat was wrung from the Pope by Napoleon I., and, as it gave comparative independence to the Gallican Church, was always a thorn in the side of the Curia. But there is such a thing as jumping from the frying-pan into the fire. In his eagerness to conciliate the Holy See, Prince Bismarck would not have been disinclined to enter into negotiations for a new ecclesiastical Treaty; but his advances were met in such a way as to force him to break off abruptly, and announce his determination to regulate the relations between Church and State in the new provinces *proprio motu*. The result will be that the Catholic Church is left entirely to itself, but prevented from exercising any injurious influence upon the schools.

Not to remain behind others who are anxious to honour the renowned Chancellor, the Berlin undergraduates are collecting funds for a Bismarck stipend, to be distributed among needy students of the University. In Germany no reputation is made unless ratified by the critical bodies, to whom the nation is indebted not only for a large portion of its culture, but also for the spirit which has revived the love of liberty. So there is more in the formation of the Berlin Students Committee than meets the eye. It would hardly have been organized had not the Chancellor come out so strongly against the Ultramontanes, and defended so unconditionally constitutional government against the attacks and inuendoes of the ultra-Conservatives.

EDITING.

(*Pall Mall Budget*, Feb. 16.)

The editor of the *Cigare* is obliged to leave Paris for four-and-twenty hours; the sub-editor selects this precise moment for being ill; and M. Aristide Gruau, the Nestor of the staff, is absent canvassing a provincial constituency in his own and the Liberal interest. So the editor sees nothing for it but to ask M. Timoléon Tartine, before starting, kindly to discharge his functions for a single day; and M. Tartine, who would have undertaken the command of the Army of the Loire at five minutes' notice, consents with pleasure. However, the editor feels some slight misgivings; not that he mistrusts M. Tartine's head, but he knows his heart—M. Tartine is prone to enthusiasm. Wherefore, in getting into the train, the director of the *Cigare* points out to his chroniqueur, who has come to see him off, that after all there will not be much to do, that he has given the main directions for the next number, and that the principal thing will be to watch that nothing creeps into the leaders or the notes likely to hurt the feelings of General de Ladmirault, an awkward person to offend by reason of the state of siege. M. Tartine promises. Then the editor conveys a counter-warning against insidious Government secretaries who prowl about seeking admission for semi-official paragraphs in influential papers; but at this M. Tartine protests with so much warmth that he would recognize a Government secretary even disguised under a bear's skin, and perceive the drift of his prose though it were couched in Sanskrit or Carribee, that the editor feels reassured. In another minute the train has disappeared, and M. Tartine walks out of the station with a four-and-twenty hours' kingship of the most popular organ in Paris.

Having about sixteen hours to spare before he need commence his duties—for this is evening and the *Cigare* does not appear till five on the morrow—M. Tartine goes and dines, and thence to the play; and being of communicative mood, he tells what friends he meets that it is he who for the nonce rules the destinies of the *Cigare*. The result of this is that by midnight the report has been flashed down the whole line of boulevards and into every newspaper office of the capital that M. Tartine has been entrusted with a post which he will fill, not for a day, nor for a week, but for a whole additional week or a month, some even say six weeks and a eleven o'clock the next day, when he comes down to the office, M. Tartine finds a whole throng of affectionate friends, who, knowing his benevolent disposition, shake him by the hand, offer him their assistance, and mention that they would be much obliged if he would render them some little services which they will explain if he will just give them each five minutes in private. Truth to say, M. Tartine has slept as soundly as did the great Condé on the eve of Rocroy. Intrepidity is his characteristic. He accepted the functions delegated to him, expecting nothing and promising nothing; and the levée of suitors takes him a little aback. Nevertheless, he rallies on recognizing in one a popular novelist, in the other a fluent debater, in a third an enterprising money man, and he gallantly leads the way into the editor's room, whither the novelist follows him, shutting the door to exclude the other two. He has not much to ask the man of fiction; he simply wants the *Cigare* to announce a novel of his that is coming out. "Oh, certainly; with pleasure," says M. Tartine; "what is the title?" "Oh, there's not much in the title!" answered the author modestly. "It's 'Les Chevaliers du Boudoir;' but the scope of these works often needs to be explained to the public beforehand so that they may not go away with wrong impressions. This is a realistic study of life. Perhaps something in this way: 'It would do,'" and he draws a paper from his pocket. "I didn't write the paragraph myself, it was a friend did it. Thank you; I know I may rely upon you; good morning," and he vanishes leaving M. Tartine to read: "It is with immense satisfaction that we announce a new work from the pen of M. A——, the gifted author of 'Les Péchés Roses,' 'Le Scandale de la Rue X——,' and other delightful books. Anything more piquant in style, more interesting in plot, or more thoroughly artistic in conception than this new novel, into which M. A—— has thrown all his minutely realistic powers of description, his——" "Yes, but stay," cries M. Tartine, "this reads like an advertisement," however, he has no time to move, for the door opens again and in rushes the fluent debater, distancing the money man by a head. "My dear M. Tartine, look at this!" he ejaculates, displaying yesterday's *Cigare*; "here is the parliamentary report, and, to begin with, my speech, as you observe, is most humiliatingly curtailed; but I shouldn't complain if